



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	TUSKEGEE, AL	<b>Accident Number:</b>	ATL82DKJ10
<b>Date &amp; Time:</b>	01/01/1982, 1530 EST	<b>Registration:</b>	N4275S
<b>Aircraft:</b>	BEECH V35B	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

DURING LANDING, THE PILOT PUT THE LANDING GEAR AND FLAP HANDLES IN THE DOWN POSITIONS. HE HEARD NOISES THAT SOUNDED LIKE BOTH HAD EXTENDED AND ASSUMED EVERYTHING WAS IN PLACE. THE PILOT WAS UNAWARE THAT THE LANDING GEAR WAS NOT DOWN UNTIL AFTER TOUCHDOWN. AN EXAMINATION REVEALED THAT THE GEAR WOULD NOT EXTEND BY NORMAL MEANS, BUT HAD TO BE STARTED WITH THE EMERGENCY CRANK. LATER, THE LANDING GEAR RETRACT MOTOR WAS FOUND TO BE BURNED OUT. ALSO, THE LANDING GEAR RETRACT RODS WERE BENT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - NOT ENGAGED
2. (F) ELECTRICAL SYSTEM,ELECTRIC MOTOR - BURNED
3. (C) GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. (C) GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
5. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	7000 hours (Total, all aircraft), 5000 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 43 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N4275S
<b>Model/Series:</b>	V35B V35B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WELCH CO. OF THE SOUTH	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	IO-520-BA
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>		<b>Visibility</b>	5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	ST. LOUIS, MO	<b>Destination:</b>	SEARCY, AR (M07)

## Airport Information

<b>Airport:</b>	TUSKEGEE	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

Latitude, Longitude:

## Administrative Information

<b>Investigator In Charge (IIC):</b>	<b>Adopted Date:</b>	01/01/1982
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

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