



National Transportation Safety Board Aviation Incident Final Report

Location:	APPLETON, WI	Incident Number:	CHI82IA331
Date & Time:	09/01/1982, 1903 CDT	Registration:	N261S
Aircraft:	SWEARINGEN SA-226TC	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

THE RIGHT MAIN GEAR "IN TRANSIT" LIGHT REMAINED ON AFTER GEAR RETRACTION ON A TRAINING FLIGHT. VARIOUS METHODS OF REMEDIAL ACTION DID NOT CURE THE PROBLEM. A LANDING ON RUNWAY 21 WAS EXECUTED WITH THE NOSE AND LEFT MAIN GEAR IN THE DOWN POSITION. THE RIGHT GEAR REMAINED IN TRANSIT. DIRECTIONAL CONTROL WAS MAINTAINED NEARLY THROUGHOUT THE LANDING ROLL. PRIOR TO THIS FLIGHT, COMPANY MAINTENANCE PERSONNEL HAD INSPECTED THE GEAR IN COMPLIANCE WITH A TELEGRAPHIC MESSAGE FROM THE MANUFACTURER. THE INSPECTION WAS INITIATED BY ONE MAINTENANCE SHIFT AND COMPLETED BY ANOTHER. INSUFFICIENT INFORMATION WAS PASSED BETWEEN THE SHIFTS TO ENSURE THAT GEAR DOOR WAS PROPERLY RE-RIGGED. DURING GEAR EXTENSION, THE DOOR JAMMED PREVENTING COMPLETE EXTENSION OF THE GEAR.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) DOOR, LANDING GEAR - MOVEMENT RESTRICTED
2. (C) MAINTENANCE, ADJUSTMENT - IMPROPER - COMPANY MAINTENANCE PERSONNEL
3. (C) LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED
4. (C) LANDING GEAR, MAIN GEAR - JAMMED

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

5. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Multi-engine	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/03/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	7214 hours (Total, all aircraft), 1357 hours (Total, this make and model), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SWEARINGEN	Registration:	N261S
Model/Series:	SA-226TC SA-226TC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	TC206
Landing Gear Type:	Retractable - Tricycle	Seats:	18
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	18989 Hours	Engine Manufacturer:	AIRESEARCH
ELT:		Engine Model/Series:	TPE-331
Registered Owner:	AIR WISCONSIN	Rated Power:	940 hp
Operator:	AIR WISCONSIN	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ATW, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	78° C / 0° C
Precipitation and Obscuration:			
Departure Point:	APPLETON, WI (ATW)	Type of Flight Plan Filed:	None
Destination:	APPLETON, WI (ATW)	Type of Clearance:	
Departure Time:	1645	Type of Airspace:	

Airport Information

Airport:	OUTAGAMIE CO. A/P (ATW)	Runway Surface Type:	Concrete
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	
Runway Length/Width:	7001 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	09/01/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).