



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Springdale, AR	<b>Accident Number:</b>	FTW04LA090
<b>Date &amp; Time:</b>	03/04/2004, 2001 CST	<b>Registration:</b>	N30SE
<b>Aircraft:</b>	Beech BE-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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On March 4, 2004, at 2001 central standard time, a Beech BE-200 twin-engine airplane, N30SE, was substantially damaged when the right main landing gear collapsed during the landing roll at the Springdale Municipal Airport (ASG), near Springdale, Arkansas. The commercial pilot and his passenger were not injured. The airplane was registered to and operated by A & M Holdings LLC, of Stuttgart, Arkansas. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the 14 Code of Federal Regulations Part 91 business flight. The cross-country flight originated from the Stuttgart Municipal Airport (SGT), near Stuttgart, Arkansas, approximately 1920, destined for ASG.

The 1,400-hour pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2) that after being cleared for the approach to runway 18 (5,302-foot wide by 75-foot wide asphalt runway), he extended the landing gear and checked the landing gear position indication lights for agreement. However, the nose wheel position indication light was not illuminated.

The pilot contacted the ASG Air Traffic Control Tower and notified the controller of the problem. He performed a low approach to the runway, and the controller advised the pilot that all three wheels "appeared to be down." The pilot stated that while on downwind for the runway, he briefed his passenger about the situation. The pilot further stated that he used the emergency landing gear manual extension procedure to lower the wheels, but the nose wheel position indication light still did not illuminate.

During final approach, the pilot "put the airplane in a nose high attitude." Upon landing, he "kept the nose wheel off as long he could." Subsequently, when the nose wheel landing gear touched down on the runway, the right main landing gear collapsed and the right wing struck the ground. The airplane veered off to the right side the runway, colliding with multiple taxiway and runway lights.

An examination of the airplane by an FAA certified airframe and powerplant mechanic

revealed that the fuselage aft and below the right side co-pilot's window was damaged by impact with the taxiway lights. The inspection also revealed the clevis bolt was separated from the actuator rod on the right main landing gear assembly .

A review of the airplane logbooks revealed the airplane completed its most recent phase three and phase four maintenance inspections on October 22, 2003. The logbook entry for these inspections stated that the "Aviadesign hydraulic landing gear 1,000-hour or 12-month inspection complied with."

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/15/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	02/01/2003
<b>Flight Time:</b>	1400 hours (Total, all aircraft), 900 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N30SE
<b>Model/Series:</b>	BE-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	BB-313
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	10/22/2003, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	95 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	8900 Hours at time of accident	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6-41
<b>Registered Owner:</b>	A & M Holdings	<b>Rated Power:</b>	850 hp
<b>Operator:</b>	A & M Holdings	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ASG, 1353 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1948 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 600 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 9000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.56 inches Hg	Temperature/Dew Point:	16 °C / 13 °C
Precipitation and Obscuration:			
Departure Point:	Stuttgart Muni, AR (SGT)	Type of Flight Plan Filed:	IFR
Destination:	(ASG)	Type of Clearance:	IFR
Departure Time:	1920 CST	Type of Airspace:	Class D

## Airport Information

Airport:	Springdale Municipal Airport (ASG)	Runway Surface Type:	Asphalt
Airport Elevation:	1353 ft	Runway Surface Condition:	Wet
Runway Used:	18	IFR Approach:	VOR/DME
Runway Length/Width:	5302 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.176389, -94.119167

## Administrative Information

Investigator In Charge (IIC):	Frank McGill
Additional Participating Persons:	Harry L Kifer; Federal Aviation Administration; Little Rock, AR
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 <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> .