



National Transportation Safety Board Aviation Accident Final Report

Location:	Springdale, AR	Accident Number:	FTW04LA090
Date & Time:	03/04/2004, 2001 CST	Registration:	N30SE
Aircraft:	Beech BE-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

During the landing roll, the right main landing gear collapsed, and the airplane veered off to the right side the runway, before colliding with multiple taxiway and runway lights. The 1,400-hour pilot reported that while on approach, the nose wheel position indication light was not illuminated when the landing gear position indication lights were tested. After conducting a low approach to the runway, the tower advised the pilot that all wheels appeared to be down. 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. Inspection of the airplane revealed the clevis bolt was separated from the actuator rod on the right main landing gear assembly .

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the right main landing gear actuator clevis bolt for undetermined reasons.

Findings

Occurrence #1: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - DISCONNECTED
2. MISCELLANEOUS,BOLT/NUT/FASTENER/CLAMP/SPRING - NOT ENGAGED

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - RUNWAY LIGHT

Factual Information

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-feet 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

Certificate:	Flight Instructor; Commercial	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/15/2003
Occupational Pilot:		Last Flight Review or Equivalent:	02/01/2003
Flight Time:	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

Aircraft Make:	Beech	Registration:	N30SE
Model/Series:	BE-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	BB-313
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	10/22/2003, Continuous Airworthiness	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	95 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	8900 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6-41
Registered Owner:	A & M Holdings	Rated Power:	850 hp
Operator:	A & M Holdings	Operating Certificate(s) Held:	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	Report Date:	09/01/2004
Additional Participating Persons:	Harry L Kifer; Federal Aviation Administration; Little Rock, AR		
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/ .		

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