



National Transportation Safety Board Aviation Accident Final Report

Location:	Tucson, AZ	Accident Number:	LAX05LA254
Date & Time:	08/01/2005, 2002 MST	Registration:	N5888J
Aircraft:	Beech 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The pilot inadvertently retracted the landing gear during the landing rollout. The pilot reported that after takeoff he realized that he had forgotten documents for his business flight, so he returned to the airport and landed. No evidence of any mechanical malfunction was noted during the approach or initial portion of the landing rollout. As the airplane decelerated to about 60 knots and was rolling straight down the runway, the left main landing gear and the nose gear retracted. The airplane swerved off the runway and collided with a taxiway light. An examination of the landing gear system revealed no evidence of mechanical anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent retraction of the landing gear during the landing rollout.

Findings

Occurrence #1: GEAR RETRACTION ON GROUND
Phase of Operation: LANDING - ROLL

Findings

1. (C) GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

Factual Information

On August 1, 2005, about 2002 mountain standard time, the pilot flying a Beech 95-B55, N5888J, inadvertently landed with the landing gear partially extended at the Tucson International Airport, Tucson, Arizona. As the airplane decelerated it veered off runway 21, impacted a taxiway light, and was substantially damaged. Visual meteorological conditions prevailed during the business flight, and no flight plan had been filed. The pilot was not injured. The flight was performed under the provisions of 14 CFR Part 91, and it originated from Tucson about 1945.

The pilot reported to the National Transportation Safety Board investigator that after takeoff he realized that he had forgotten documents for his business flight, so he returned to the airport and landed. No evidence of any mechanical malfunction was noted during the approach or initial portion of the landing rollout. As the airplane decelerated to about 60 knots and was rolling straight down the runway, the left main landing gear and the nose gear retracted. The airplane swerved left and directional control was lost.

The pilot reported that he had used the pre-landing check list and lowered the landing gear.

The airplane was subsequently examined under the direction of the Safety Board investigator. The examination did not reveal any mechanical anomalies with the landing gear retraction or extension system. The landing gear position lights operated normally.

On the pilot's completed "Aircraft Accident Report" he indicated that his last aviation medical certificate was issued on June 7, 2005. According to Federal Aviation Administration (FAA) medical records, his last medical certificate was issued on June 7, 2001. In a letter to the FAA, the medical doctor whose name appears on the certificate indicated that he had reviewed a faxed copy of the medical certificate and that, except for the "5" in the year 2005, the medical certificate appeared exactly the same as the certificate the doctor had issued on June 7, 2001. The doctor further stated in his letter that he had only seen the pilot one time, and that was on June 7, 2001.

Pilot Information

Certificate:	Commercial	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	06/01/2001
Occupational Pilot:		Last Flight Review or Equivalent:	03/01/2004
Flight Time:	11322 hours (Total, all aircraft), 602 hours (Total, this make and model), 11252 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Beech	Registration:	N5888J
Model/Series:	95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TC-955
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	05/01/2005, Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:	56 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5456 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470-L
Registered Owner:	Aviones, LLC	Rated Power:	260 hp
Operator:	Ricardo V. Vargas	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	TUS, 2643 ft msl	Observation Time:	1955 MST
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Night/Bright
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	28° C / 17° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 160°	Visibility (RVR):	
Altimeter Setting:	29.99 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tucson, AZ (TUS)	Type of Flight Plan Filed:	None
Destination:	Calexico, CA (CXL)	Type of Clearance:	VFR
Departure Time:	1945 MST	Type of Airspace:	

Airport Information

Airport:	Tucson International (TUS)	Runway Surface Type:	Asphalt
Airport Elevation:	2643 ft	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Wayne Pollack	Adopted Date:	08/29/2006
Additional Participating Persons:	Rich Rowland; Federal Aviation Administration; Scottsdale, AZ		
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.