



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Tucson, AZ	<b>Accident Number:</b>	LAX05LA254
<b>Date &amp; Time:</b>	08/01/2005, 2002 MST	<b>Registration:</b>	N5888J
<b>Aircraft:</b>	Beech 95-B55	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	46
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N5888J
<b>Model/Series:</b>	95-B55	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Ricardo V. Vargas	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-470-L
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Bright
<b>Observation Facility, Elevation:</b>	TUS, 2643 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 160°
<b>Temperature:</b>	28° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Tucson, AZ (TUS)	<b>Destination:</b>	Calexico, CA (CXL)

## Airport Information

<b>Airport:</b>	Tucson International (TUS)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	21	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	7000 ft / 150 ft		

## 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
<b>Latitude, Longitude:</b>	32.116111, -110.941111		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wayne Pollack	<b>Adopted Date:</b>	08/29/2006
<b>Investigation Docket:</b>	NTSB accident and incident docket 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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