



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Arlington, WA	<b>Accident Number:</b>	SEA06LA003
<b>Date &amp; Time:</b>	10/01/2005, 1230 PDT	<b>Registration:</b>	N924GF
<b>Aircraft:</b>	Beech B-60	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

In a written statement the pilot reported that he lowered the landing gear before entering the downwind to runway 34. He reported that after the landing, during the rollout, the landing gear "collapsed and the airplane slid to a stop." A witness reported that the airplane's left wing "dropped" during landing and he heard what was described as the airplane's engines power up, followed by a rapid deceleration of the airplane's engines. The witness reported that as the engines decelerated, the airplane settled to the ground eventually coming to rest on its belly. Examination of the airplane's main landing gear system showed that the main landing gear assembly was whole and intact. The forward and aft attach fittings (both left and right) were undamaged and no deformation to the immediate area of the attach points was noted. The outboard landing gear doors were intact and remained attached at their respective mounting points. Nominal damage was noted to the outboard gear door assemblies. The inboard landing gear doors remained attached to the wing assembly; however, both sustained extensive damage. Erosion type damage, to include longitudinal striations, was noted to both doors. Extensive damage was noted to the distal ends of both inboard doors. The outboard section of the left inboard gear door was bent, approximately 45 degrees, in the direction of the gear hinge. The outboard section of the right inboard gear door was curled inboard, opposite the direction of the hinge. The airplane's retractable courtesy step, which actuates simultaneously with the landing gear, was observed in the down and locked position. No damage was noted to the courtesy step assembly. The operator reported that with the exception of a leaking landing gear strut (left) there were no mechanical malfunctions or failures with the airplane prior to the accident.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
Main landing gear collapse during the landing rollout for undetermined reasons.

## Findings

Occurrence #1: GEAR COLLAPSED  
Phase of Operation: LANDING

### Findings

1. (C) LANDING GEAR,MAIN GEAR - COLLAPSED

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	71
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	10340 hours (Total, all aircraft), 15 hours (Total, this make and model), 8420 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 7 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>	N924GF
<b>Model/Series:</b>	B-60	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Precision Approach Management LLC	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	TSIO-541
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	/ ,
<b>Temperature:</b>		<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BELLINGHAM, WA (BLI)	<b>Destination:</b>	Arlington, WA (AWO)

## Airport Information

<b>Airport:</b>	ARLINGTON MUNI (AWO)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	34	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5333 ft / 100 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>	48.160833, -122.158889		

## Administrative Information

**Investigator In Charge (IIC):** Dennis J Hogenson

**Adopted Date:** 05/30/2006

**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](mailto: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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