



National Transportation Safety Board Aviation Accident Data Summary

Location:	St. Louis, MO	Accident Number:	CEN10LA076
Date & Time:	12/10/2009, 1856 CST	Registration:	N411BL
Aircraft:	BEECH 200	Injuries:	7 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot reported that the landing gear failed to extend prior to landing. His attempts to manually extend the landing gear in accordance with the manual extension procedure from the airplane flight manual were not successful. He subsequently executed an emergency gear-up landing. A postaccident inspection revealed that the emergency gear engagement handle was not in the engaged position. When the handle was engaged, subsequent movement of the extension lever manually lowered the landing gear. Further examination revealed that the landing gear motor circuit breaker was open (popped). The landing gear motor and circuit breaker were located under the cabin floor aft of the forward wing spar. When the circuit breaker was reset and electrical power applied to the airplane, the landing gear was successfully extended using the normal procedure.

Flight Events

Approach-IFR final approach - Sys/Comp malf/fail (non-power)
Landing - Landing gear not configured
Landing-flare/touchdown - Off-field or emergency landing
Landing-flare/touchdown - Abnormal runway contact

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to properly follow the manual landing gear extension procedure, resulting in a gear-up landing.

Findings

Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-Inoperative
Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-Incorrect use/operation - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C
Personnel issues-Task performance-Use of equip/info-Use of checklist-Pilot

Pilot Information

Certificate:	Airline Transport	Age:	40
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	8000 hours (Total, all aircraft), 500 hours (Total, this make and model), 7900 hours (Pilot In Command, all aircraft), 72 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N411BL
Model/Series:	200	Engines:	2 Turbo Prop
Operator:	BUTLER AVIATION INC	Engine Manufacturer:	P&W CANADA
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	PT6A-60A
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	STL, 618 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	8 knots / , 210°
Temperature:	-4° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kansas City, MO (MKC)	Destination:	St. Louis, MO (STL)

Airport Information

Airport:	Lambert-St Louis International (STL)	Runway Surface Type:	Concrete
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	7602 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	38.748611, -90.370000 (est)		

Administrative Information

Investigator In Charge (IIC):	Timothy Sorensen	Adopted Date:	05/28/2010
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75173		

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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.

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