



Federal Aviation Administration

Memorandum – Inspector Statement

Date: July 5, 2012
To: Accident File N827EB
From: Stephen DaCosta AW ASI
Subject: Accident # [Beech 58 Landing Gear collapse PDK 07/01/2012]

On July 01, 2012 at 1149 am, this inspector was contacted by the FLM to investigate a gear issue at PDK. Upon arrival at PDK at 1328, This inspector proceeded to EPPS aviation. The airport security transported this inspector to the scene. The Aircraft N827EB (Barron 58) was heading approximately 020 degrees runway heading and was resting on its belly just north of runway 16/34. Close examination at the scene revealed that the landing gear appeared to be 90 percent retracted with the right main just out of the wheel well and both inboard gear doors ground off 90 percent. The left and right engine propellers were damaged from ground contact and had significant chord wise abrasion indicating application of full power. The landing gear selector was in the down position and the Gear Motor circuit breaker was tripped. The Propeller controls were full forward and the mixtures were rich. The throttles were retracted. Examination of the runway revealed indications of propeller contact with the runway starting with the left engine and then the right. Approximately 30 feet more there was indication of contact with the gear doors then the main fuselage. At the time of the accident (1112 am) the OAT was 39 degrees giving a density altitude of greater than 3500 ft.

The Pilot in command, Mr. Elliot Borenstein was interviewed along with his passenger (Peter Acevedo) and according to Mr. Borenstien while attempting to perform a touch and go he inadvertently selected gear up instead of flaps up and as a result of that input the aircraft had enough gear extension to allow the gear to retract. The aircraft then settled to the runway. The PIC the selected gear down again and the gear could not extend other than just slightly.

The Aircraft sustained damage to the nose gear tunnel structure and some distortion to the left wing root skin. The left and right flaps were damaged. There was damage to the lower beacon light and antennas. Due to the damage and abrading of primary structure the aircraft event was classified as an accident as defined by CFR Part 830 and the NTSB (Bob Ritz) was notified.

1. According to the Owner/ Pilot. The aircraft had the last annual inspection completed and returned to service on July 01, 2012.
2. The tests and inspections required by 91. 411 and 413 were accomplished by EPPS in June of 2012.
3. The aircraft Hobbs meter indicated 2378.3 hours and according to the owner the aircraft total time was approximately 2100 hours.
4. The Owner/ PIC stated that he holds a current ATP with approximately 6000 hours total time. His stated flight times are as follows:
6000 Hours Total time, including 1600 Multi and 1800 Helicopter. He reported zero hours last 90 days, 4 hours SEL last 6 months and 50 hours last year. The last BFR was May of 2011 and the second class medical was accomplished on July 12, 2011
5. The passenger, although a CFI was not acting in the capacity of a CFI and before he could stop the PIC the gear was selected up and the aircraft settled down.



Stephen A. DaCosta,
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