



Aviation Investigation Factual Report

Location:	Summerland Key, Florida	Accident Number:	ERA19TA067
Date & Time:	November 23, 2018, 08:20 Local	Registration:	N41VK
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On November 23, 2018, about 0820 eastern standard time, a Beech A36, N41VK, was substantially damaged when it was involved in an accident in Summerland Key, Florida. The private pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that during taxi after landing, he intended to retract the flaps, but accidentally retracted the landing gear, resulting in the nose gear and right main landing gear collapsing on the runway. The pilot also reported that there were no preimpact mechanical malfunctions with the airplane.

Examination of the accident site by a Federal Aviation Administration inspector revealed runway scrape marks and propeller strikes originating about 1,000 ft beyond the approach end of runway 12, a 2,550-ft-long asphalt runway. The marks extended about 500 ft and terminated at the wreckage, off the left side of the runway. The inspector added that the left main landing gear remained extended and he noted damage to the right wing and lower fuselage.

The airplane was equipped with a squat switch on both main landing gear to prevent inadvertent landing gear retraction on the ground; however, the switch required weight-on-wheels to work effectively.

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 19, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1891 hours (Total, all aircraft), 999999 hours (Total, this make and model), 1851 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N41VK
Model/Series:	A36 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-1885
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 7, 2018 Annual	Certified Max Gross Wt.:	3651 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5525 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-550
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	NQX, 5 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	24°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pompano Beach, FL (PMP)	Type of Flight Plan Filed:	IFR
Destination:	Summerland Key, FL (FD51)	Type of Clearance:	IFR
Departure Time:	07:15 Local	Type of Airspace:	

Airport Information

Airport:	Summerland Key Cove Airport FD51	Runway Surface Type:	Asphalt
Airport Elevation:	4 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	2550 ft / 20 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	25.795278,-80.29(est)

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Anthony Saavedra; FAA/FSDO; Miramar, FL
Report Date:	February 28, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98784

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).