



Aviation Investigation Final Report

Location:	Redmond, Oregon	Accident Number:	WPR20CA213
Date & Time:	July 6, 2020, 10:30 Local	Registration:	N727P
Aircraft:	Beech 33	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The purpose of the flight was for both flight instructors to perform a proficiency flight with one another. After performing maneuvers in the practice area, they returned to the departure airport to conduct touch-and-go practice takeoffs and landings. After the right-seated flight instructor made two landings, the left-seated flight instructor conducted the landing. After touchdown, while the airplane was in the landing roll, the left-seated flight instructor manipulated the landing gear position selection lever to the "up" position instead of the flap lever. Both instructors realized the mistake and attempted to move the gear lever back to the "down" position, but the left landing gear had already collapsed. The landing gear continued to retract, and they became airborne. After performing troubleshooting of the landing gear and performing a flyby, they decided to land at another airport with more facilities.

The right-seated flight instructor performed the landing at the alternate airport and the airplane rolled on all three landing gear for about 1,000 ft. The left landing gear then collapsed and the airplane veered off the runway. The left aileron sustained damage as a result of the gear collapse. The left-seated flight instructor reported that there were no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The left seated flight instructor's improper manipulation of the landing gear position selection lever to

the up position while still on the landing roll, which ultimately resulted in a landing gear collapse during a subsequent landing.

Findings

Personnel issues

Use of equip/system - Instructor/check pilot

Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	26, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	October 18, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 18, 2019
Flight Time:	1477 hours (Total, all aircraft), 15 hours (Total, this make and model), 1412 hours (Pilot In Command, all aircraft), 58 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	35, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	May 13, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 19, 2019
Flight Time:	1202 hours (Total, all aircraft), 39 hours (Total, this make and model), 1115 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N727P
Model/Series:	33 F33A	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	CE-425
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 6, 2020 100 hour	Certified Max Gross Wt.:	3400 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6448 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-BB10B
Registered Owner:	Leading Edge Aviation Inc	Rated Power:	285 Horsepower
Operator:	Leading Edge Aviation Inc	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRDM,3084 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	17:14 Local	Direction from Accident Site:	79°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	20°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Redmond, OR (RDM)	Type of Flight Plan Filed:	None
Destination:	Redmond, OR (RDM)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	

Airport Information

Airport:	Roberts Field RDM	Runway Surface Type:	Asphalt
Airport Elevation:	3081 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	7006 ft / 100 ft	VFR Approach/Landing:	Straight-in;Touch and go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	44.254165,-121.152221

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Dee Rice; Federal Aviation Administration; Hillsboro, OR
Original Publish Date:	January 29, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101565

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