



Aviation Investigation Final Report

Location:	North Las Vegas, Nevada	Accident Number:	WPR21LA261
Date & Time:	June 29, 2021, 08:20 Local	Registration:	N764SU
Aircraft:	Beech 95-A55	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor of the multi-engine, retractable landing gear airplane reported that, shortly after touchdown, with the pilot receiving instruction at the flight controls, the pilot was simulating max braking, the airplane began to veer left. He announced, “easy on brakes and back on center line.” The airplane continued to veer left, he started to apply right pressure and stated, “my controls off off off.” He heard a sound similar to a flat tire, the left main landing gear collapsed, and the airplane exited the left side of the runway.

The pilot receiving instruction reported that when the airplane touched down, it immediately began to veer left. Despite multiple control inputs, the airplane continued to veer left. The flight instructor assumed the flight controls and continued to apply max right rudder. The left main landing gear began to chatter, then collapsed, and the airplane exited the left side of the runway.

Postaccident examination of the airplane revealed that a large flat spot on the left main tire casing along with a large hole in the tire and tube. The left main landing gear actuator arm was found bent. It’s likely that during the landing roll, as a result of a side load imposed on the left main landing gear, the landing gear actuator arm was able to bend, which allowed for the landing gear to become unlocked and subsequently collapse.

The airplane sustained substantial damage to the left aileron and left wing.

The flight instructor and pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation, other than the flat tire.

Probable Cause and Findings

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

The pilot's inability to maintain directional control during landing roll due to a flat tire.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	Tire casing - Failure

Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	June 11, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 13, 2020
Flight Time:	1286 hours (Total, all aircraft), 2 hours (Total, this make and model), 1176 hours (Pilot In Command, all aircraft), 115 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	May 6, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 28, 2020
Flight Time:	331 hours (Total, all aircraft), 11 hours (Total, this make and model), 266 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N764SU
Model/Series:	95-A55	Aircraft Category:	Airplane
Year of Manufacture:	1962	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-356
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 9, 2021 100 hour	Certified Max Gross Wt.:	4880 lbs
Time Since Last Inspection:	30.5 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1198.7 Hrs as of last inspection	Engine Manufacturer:	Continental Motors
ELT:	Installed, not activated	Engine Model/Series:	IO-470
Registered Owner:	ACE OF SPADES AVIATION LLC	Rated Power:	260 Horsepower
Operator:	ACE OF SPADES AVIATION LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KVGT, 2203 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	34°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	North Las Vegas, NV	Type of Flight Plan Filed:	None
Destination:	North Las Vegas, NV	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	North Las Vegas VGT	Runway Surface Type:	Asphalt
Airport Elevation:	2205 ft msl	Runway Surface Condition:	Dry
Runway Used:	12R	IFR Approach:	None
Runway Length/Width:	5001 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.210109,-115.19467(est)

Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Bruce Thompson; Federal Aviation Administration; Las Vegas, NV
Original Publish Date:	September 20, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=103428

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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](#).