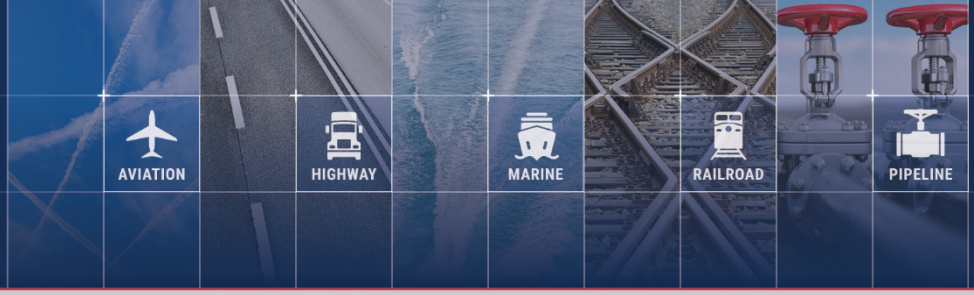

Aviation Investigation Final Report

Location:	MARSHALL, Minnesota	**Accident Number:**	CHI97LA063
Date & Time:	February 2, 1997, 17:30 Local	**Registration:**	N66404
Aircraft:	Beech B200	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	5 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

Both pilots reported that shortly after the airplane touched down, the left seat pilot reached over and put the landing gear handle in the up position. The pilots reported that the left seat pilot then returned the landing gear selector to the down position, and initiated a go around. Before the second landing was attempted a manual landing gear extension was attempted, but was unsuccessful. When the airplane landed the second time, the landing gear collapsed during the landing roll.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot inadvertently putting the gear selector switch in the up position during landing.

Findings

Occurrence #1: GEAR RETRACTION ON GROUND
Phase of Operation: LANDING - ROLL

Findings
1. (C) GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

On February 2, 1997, at 1730 central standard time (cst), a Beech 200, N66404, sustained substantial damage when the landing gear collapsed during landing, at the Marshall-Ryan Airport, Marshall Minnesota. The two pilots and 3 passengers were uninjured in the accident. The 14 CFR Part 91 fight originated at the Minneapolis Airport, Minneapolis, Minnesota. The airplane was operating on IFR flight plan, and visual meteorological conditions prevailed at the time of the accident.

The airplane was being flown by two air transport rated pilots, at the time of the accident. Both pilots reported that shortly after the airplane touched down, the left seat pilot reached over and put the landing gear handle in the up position. The pilots reported that the left seat pilot then returned the landing gear selector to the down position, and initiated a go around. After the go around the pilots attempted to put the landing gear down manually, which was unsuccessful. The pilots then declared an emergency with Minneapolis Center, and waited until emergency crews had arrived at the airport to land the airplane. When the airplane landed the second time, the landing gear collapsed. After the airplane had stopped, the crew and passenger executed an emergency evacuation of the airplane.

The internal structure on the bottom of the fuselage, the fuselage skins, and the propellers were bent in the accident.

Pilot Information

Certificate:	Airline transport	**Age:**	35,Male
Airplane Rating(s):	Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	June 3, 1996
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	12779 hours (Total, all aircraft), 2175 hours (Total, this make and model), 9844 hours (Pilot In Command, all aircraft), 113 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N66404
Model/Series:	B200 B200	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	BB-1129
Landing Gear Type:	Retractable - Tricycle	**Seats:**	10
Date/Type of Last Inspection:	December 4, 1996 Continuous airworthiness	**Certified Max Gross Wt.:**	12500 lbs
Time Since Last Inspection:	124 Hrs	**Engines:**	2 Turbo prop
Airframe Total Time:	7845 Hrs	**Engine Manufacturer:**	P&W
ELT:	Installed, not activated	**Engine Model/Series:**	PT6A-42
Registered Owner:	SCHWANS SALES ENTERPRISES INC.	**Rated Power:**	850 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Night/dark
Observation Facility, Elevation:	MML ,1180 ft msl	**Distance from Accident Site:**	
Observation Time:	19:35 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	Overcast / 1000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	190°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	-2°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MINNEAPOLIS , MN (MSP)	**Type of Flight Plan Filed:**	IFR
Destination:	(MML)	**Type of Clearance:**	None
Departure Time:	16:30 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	MARSHALL-RYAN MML	**Runway Surface Type:**	Asphalt
Airport Elevation:	1179 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	12	**IFR Approach:**	ILS
Runway Length/Width:	5054 ft / 100 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	3 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	5 None	**Latitude, Longitude:**	44.450607,-95.779663(est)

Administrative Information

Investigator In Charge (IIC):	Boldenow, David
Additional Participating Persons:	JIM FULWOOD; MINNEAPOLIS , MN
Original Publish Date:	August 25, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10515