



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 flight 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

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).