



# Aviation Investigation Final Report

<b>Location:</b>	DENVER, Colorado	<b>Incident Number:</b>	DEN861A026
<b>Date &amp; Time:</b>	November 21, 1985, 19:44 Local	<b>Registration:</b>	N1909D
<b>Aircraft:</b>	NORTH AMERICAN NA-265-40	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

AFTER TO FROM A SNOW COVERED RW, THE LG DWN AND LOCKED LIGHTS IN THE COCKPIT REMAINED ILLUMINATED ON LG RETRACT THE CREW DID NOT RECOGNIZE THIS AS A LOG GEAR INO SYS MALFUNCTION NOR WERE THEY FAMILIAR WITH THE CORRECT PROC TO LOWER LG WHEN THIS MALFUNCTION OCCURS. THEY ATTEMPTED TO LWR LG FOR LOG AT DEN WITH LG HANDLE WHICH RESULTED IN NOSE LG EXTENSION ONLY. THE CORRECT PROCEEDURE OF PULLING THE EMER T HANDLE WAS USED DURING THE GO-AROUND FOLLOWING THE MISHAP.SUBSEQUENT LOG WAS MADE WITH-OUT INCIDENT.

## Probable Cause and Findings

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

### Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (F) WEATHER CONDITION - ICING CONDITIONS
3. (F) LANDING GEAR,GEAR INDICATING SYSTEM - FALSE INDICATION

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (C) GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
5. (F) LANDING GEAR,MAIN GEAR - FALSE INDICATION
6. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 28, 1985
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9700 hours (Total, all aircraft), 1600 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 106 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	NORTH AMERICAN	<b>Registration:</b>	N1909D
<b>Model/Series:</b>	NA-265-40 NA-265-40	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	282-57
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	July 27, 1985 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	18650 lbs
<b>Time Since Last Inspection:</b>	46 Hrs	<b>Engines:</b>	2 Turbo jet
<b>Airframe Total Time:</b>	6403 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	JT12A-8
<b>Registered Owner:</b>	P & S PARTNERS	<b>Rated Power:</b>	3300 Lbs thrust
<b>Operator:</b>	MAYO AVIAITON INC	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	MAYA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	DEN ,5330 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	20:00 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	-9°C / -14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BOSEMAN , MT (BZN )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	DENVER , CO (DEN )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	18:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	DENVER DEN	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	5330 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10010 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 None	<b>Latitude, Longitude:</b>	39.759635,-104.87059(est)

## Administrative Information

**Investigator In Charge (IIC):** Mangum, Prentiss

**Additional Participating Persons:** ROGER RIGGINS; BROOMFIELD , CO

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=16863>

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