



Aviation Investigation Final Report

Location:	THERMAL, California	Accident Number:	LAX85LA298
Date & Time:	June 30, 1985, 19:55 Local	Registration:	N18387
Aircraft:	BEECH 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

AT THE CONCLUSION OF A CROSS COUNTRY BUSINESS FLT, THE PLT STATED THAT AFTER 'EASING THE NOSEWHEEL DOWN ONTO THE RUNWAY' HE REACHED FOR THE FLAP LEVER BUT PUT HIS HAND 'ON THE GEAR LEVER INSTEAD.' AS HE 'PULLED THE LEVER OUT OF THE DETENT TRIPPING IT,' THE PLT SAID HE 'REALIZED WHAT (HE) WAS DOING AND LET IT GO' BEFORE MOVING THE LEVER TO THE UP POSITION. ACCORDING TO THE PLT, THE RIGHT MAIN GEAR RETRACTED DURING THE LANDING ROLL EVEN THOUGH 'THE FUEL WEIGHT WAS NOT ON THE MAINS.' NO PART FAILURES OR GEAR SYSTEM MALFUNCTIONS WERE NOTED DURING THE REPAIR OR FUNCTIONAL TESTING OF THE GEAR SYSTEM.

Probable Cause and Findings

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

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) GEAR RETRACTION - INADVERTENT USE - PILOT IN COMMAND
2. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

3. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. (F) JUDGMENT - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 23, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3991 hours (Total, all aircraft), 680 hours (Total, this make and model), 3628 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N18387
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-2080
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	October 30, 1984 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	33 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	669 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-L
Registered Owner:	M. B. JOHNSON COMPANY	Rated Power:	260 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:	Day
Observation Facility, Elevation:	TRM	Distance from Accident Site:	
Observation Time:	19:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	37°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FULLERTON , CA (FUL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	19:20 Local	Type of Airspace:	Airport advisory area;Class E

Airport Information

Airport:	THERMAL TRM	Runway Surface Type:	Asphalt
Airport Elevation:	-117 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.480236,-116.100494(est)

Administrative Information

Investigator In Charge (IIC): Rich, Jeff

Additional Participating Persons: LEROY BLUM; RIVERSIDE , CA

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=24758>

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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](#).