



# Aviation Investigation Final Report

<b>Location:</b>	BAKERSFIELD, California	<b>Accident Number:</b>	LAX91LA284
<b>Date &amp; Time:</b>	July 1, 1991, 15:57 Local	<b>Registration:</b>	N7268R
<b>Aircraft:</b>	BEECH E-55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE LANDING GEAR COLLAPSED DURING THE LANDING ROLL. THE PILOT HAD ACCUMULATED A TOTAL OF 27 HOURS IN THE AIRPLANE AFTER RECEIVING A MULTIENGINE RATING. EXAMINATION OF THE AIRPLANE AT THE SCENE SHOWED THE GEAR HANDLE IN THE DOWN POSITION AND THE LANDING GEAR CIRCUIT BREAKER POPPED. DAMAGE TO THE GEAR DOORS AND GEAR ACTUATING RODS INDICATED THAT THE PILOT SELECTED GEAR UP INSTEAD OF FLAPS UP BEFORE THE GEAR STRUT SQUAT SWITCHES ACTIVATED TO PREVENT THE GEAR FROM RETRACTING. THE PILOT THEN SELECTED THE GEAR DOWN POSITION BUT THE WEIGHT OF THE AIRPLANE PREVENTED THE GEAR FROM EXTENDING, POPPING THE GEAR MOTOR CIRCUIT BREAKER. PRIOR TO OPERATING THE ACCIDENT AIRPLANE, IN THE LAST 12 MONTHS, THE PILOT OPERATED A TAILWHEEL, FIXED GEAR AIRPLANE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF THE LANDING GEAR RETRACTION BY SELECTING GEAR UP INSTEAD OF FLAPS UP DURING THE LANDING ROLL-OUT. CONTRIBUTING TO THE ACCIDENT WAS THE LACK OF FAMILIARITY WITH THE AIRPLANE.

## Findings

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

Findings

1. (C) GEAR RETRACTION - IMPROPER USE OF - PILOT IN COMMAND
2. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 20, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	740 hours (Total, all aircraft), 27 hours (Total, this make and model), 671 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N7268R
<b>Model/Series:</b>	E-55 E-55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TE-1027
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 14, 1991 Annual	<b>Certified Max Gross Wt.:</b>	5300 lbs
<b>Time Since Last Inspection:</b>	21 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2116 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-C
<b>Registered Owner:</b>	BRIAN PAYNE	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	BRIAN PAYNE	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BFL ,507 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	16:37 Local	<b>Direction from Accident Site:</b>	330°
<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>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	37°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CAMARILLO , CA (CMA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	BAKERSFIELD BFL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	507 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	3	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3700 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	35.379325,-119.020599(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	GENE BERGER; FRESNO , CA
<b>Original Publish Date:</b>	March 31, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=27267">https://data.ntsb.gov/Docket?ProjectID=27267</a>

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