



Aviation Investigation Final Report

Location:	MIAMI, Florida	Accident Number:	MIA93LA034
Date & Time:	December 18, 1992, 09:36 Local	Registration:	N9066S
Aircraft:	BEECH A36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PILOT STATED THAT AFTER LANDING WHILE ATTEMPTING TO RAISE FLAPS TO GET WEIGHT ON WHEELS, HE INADVERTENTLY RAISED THE GEAR HANDLE. THE LANDING GEAR THEN COLLAPSED. HE STATED HE WAS DISTRACTED BY FOCUSING ON THE RUNWAY TURNOFF AND THAT AN AIRLINER WAS LANDING BEHIND HIM.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S INADVERTENT ACTIVATION OF THE LANDING GEAR SWITCH WHILE ATTEMPTING TO RAISE WING FLAPS DURING LANDING ROLLOUT, RESULTING IN COLLAPSE OF THE LANDING GEAR. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT IN COMMAND'S DIVERTED ATTENTION TO THE RUNWAY TURNOFF POINT AND AN AIR CARRIER AIRCRAFT LANDING BEHIND HIM.

Findings

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

Findings

1. (C) GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 31, 1992
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1730 hours (Total, all aircraft), 1000 hours (Total, this make and model), 1730 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N9066S
Model/Series:	A36 A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-1305
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 19, 1992 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1905 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-VA
Registered Owner:	PITZER, BRUCE W.	Rated Power:	285 Horsepower
Operator:	PITZER, BRUCE W.	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:	MIA ,11 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SARASOTA , FL (SRQ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	08:25 Local	Type of Airspace:	Class D

Airport Information

Airport:	MIAMI INTERNATIONAL MIA	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	10502 ft / 200 ft	VFR Approach/Landing:	Straight-in

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:	

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	LEE NIEVES; MIAMI , FL
Original Publish Date:	September 14, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=33207

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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](#).