



Aviation Investigation Final Report

Location:	SALINA, Kansas	Accident Number:	MKC85LA155
Date & Time:	July 14, 1985, 16:30 Local	Registration:	N1522Z
Aircraft:	BEECH 95-A55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PLT STATED THAT HE WAS RECEIVING A MULTI-ENGINE FLIGHT CHECK FROM A DESIGNATED FLT EXAMINER. THEY WERE STILL ROLLING AFTER A LANDING WHEN THE EXAMINER REQUESTED A GO-AROUND. THE PLT SAID THAT AFTER ADVANCING THE THROTTLES, HE REACHED FOR THE FLAP SWITCH & RAISED THE LANDING GEAR SWITCH INSTEAD. THE LANDING GEAR RETRACTED.

Probable Cause and Findings

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

Findings

Occurrence #1: GEAR COLLAPSED
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. TOUCH-AND-GO - INITIATED
2. (C) GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-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 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	February 11, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1911 hours (Total, all aircraft), 55 hours (Total, this make and model), 1785 hours (Pilot In Command, all aircraft), 78 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1522Z
Model/Series:	95-A55 95-A55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-325
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2860 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	IO-470
Registered Owner:	WAYNE K. BAYBROOK	Rated Power:	260 Horsepower
Operator:	CHARLES R. VERBEL	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:	SLN ,1272 ft msl	Distance from Accident Site:	
Observation Time:	08:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	30°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	SALINA MUNI SLN	Runway Surface Type:	Concrete
Airport Elevation:	1272 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	13300 ft / 300 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.810607,-97.609336(est)

Administrative Information

Investigator In Charge (IIC): Roth, Eugene

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=33985>

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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](#).