



Aviation Investigation Final Report

Location:	DAYTONA BEACH, Florida	Accident Number:	ATL00LA013
Date & Time:	November 13, 1999, 21:12 Local	Registration:	N3089A
Aircraft:	Beech BE36	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The flight was en route to Ormond Beach, Florida, when he reported a main landing gear indication problem. The pilot diverted to Daytona Beach Airport for a precautionary landing. During a visual check of the landing gear by the emergency vehicle operators, it was reported that the landing gear appeared to have been down. The pilot also reported that throughout the entire sequence of events, the landing gear indicator lights' intensity continued to vary from light to dim conditions. The pilot said he made a soft field landing on runway 7 and held the nose wheel off the runway. When the nose wheel touched the pavement, the main gear, and the nose gear collapsed. The examination of the landing gear system failed to disclose a mechanical malfunction or a component failure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The collapse of the main landing gear for undetermined reasons.

Findings

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

Findings

1. (C) LANDING GEAR, MAIN GEAR - COLLAPSED
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

On November 13, 1999, at 2112 eastern standard time, a Beech BE36, N3089A, experienced a right and left main gear and nose gear collapse on landing rollout at Daytona Beach Airport, in Daytona Beach, Florida. The personal flight was operated by the commercial pilot under the provisions of Title 14 CFR Part 91, and instrument flight rules. Visual meteorological conditions prevailed at the time of the accident and an instrument flight plan was filed. The airplane sustained substantial damage and the pilot and passenger were not injured. The flight departed Tallahassee, Florida, at 1915.

According to the FAA, the pilot was en route to Ormond Beach, Florida, when he reported a main landing gear indication problem. The pilot diverted to Daytona Beach Airport for a precautionary landing. During a visual check of the landing gear by the emergency vehicles operators, it was reported that the landing gear appeared to have been down. Throughout the entire sequence of events, the pilot reported that the landing gear indicator lights' intensity continued to vary from bright to dim. The pilot said he made a soft field landing on runway 7L and held the nose wheel off the runway. When the nose wheel touched down on the runway pavement, the main gear and the nose gear collapsed.

Examination of the wreckage revealed damage to the propeller, gear doors, and the left and right wing inboard ribs. A post-accident examination of the airplane and the landing gear system was conducted. The examination of the landing gear system failed to disclose a mechanical malfunction or a component failure.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	40, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	April 16, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1200 hours (Total, all aircraft), 35 hours (Total, this make and model), 1140 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3089A
Model/Series:	BE36 BE36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	E-182
Landing Gear Type:		Seats:	6
Date/Type of Last Inspection:	November 9, 1999 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2500 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520
Registered Owner:	B A D AERO INC	Rated Power:	285 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:	Night/bright
Observation Facility, Elevation:	DAB ,35 ft msl	Distance from Accident Site:	
Observation Time:	21:21 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 1200 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 4600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TALLAHASSEE , FL (TLH)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	19:15 Local	Type of Airspace:	Class B

Airport Information

Airport:	DAYTONA BEACH INTN'L DAB	Runway Surface Type:	Asphalt
Airport Elevation:	35 ft msl	Runway Surface Condition:	Dry
Runway Used:	7L	IFR Approach:	Visual
Runway Length/Width:	10500 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.190521,-81.049232(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	MARTIN POLOMSKI; ORLANDO , FL
Original Publish Date:	December 4, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47750

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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](#).