



Aviation Investigation Final Report

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|--------------------------------|-----------------------------|-------------------------|-------------|
| Location: | FESTUS, Missouri | Accident Number: | CHI00LA091 |
| Date & Time: | March 18, 2000, 21:15 Local | Registration: | N19WM |
| Aircraft: | Beech 58 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation | | |

Analysis

The pilot reported he was performing a short field landing when the accident occurred. He reported he intended to raise the flaps during the landing roll to '...shift weight of the aircraft to the wheels to assist in stopping.' The pilot reported that instead of retracting the flaps he inadvertently retracted the landing gear. The pilot's recommendation as to how the accident could have been prevented was 'Do not touch anything until clear of runway.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot inadvertently retracted the landing gear instead of the flaps during the landing roll.

Findings

Occurrence #1: GEAR RETRACTION ON GROUND
Phase of Operation: LANDING - ROLL

Findings

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

Factual Information

On March 18, 2000, at 2115 central standard time, a Beech 58, N19WM, operated by Multi-Aero, Inc., collided with the terrain following an inadvertant landing gear retraction after touchdown on runway 36 (2,202' x 49') at the Festus Memorial Airport, Festus, Missouri. The pilot was not injured and the airplane was substantially damaged. The 14 CFR Part 91 flight was operating in visual meteorological conditions and an IFR flight plan was filed. The flight originated from Dexter, Missouri, at 2040 cst.

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The pilot's recommendation as to how the accident could have been prevented was "Do not touch anything until clear of runway."

Pilot Information

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|----------------------------------|--|--|-------------------|
| Certificate: | Commercial; Flight instructor | Age: | 33, 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 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | September 1, 1999 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1500 hours (Total, all aircraft), 340 hours (Total, this make and model), 1200 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N19WM |
| Model/Series: | 58 58 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | TH 393 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | Annual | Certified Max Gross Wt.: | 5400 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Continental |
| ELT: | | Engine Model/Series: | IO-520-C |
| Registered Owner: | MULTI-AERO, INC. | Rated Power: | 285 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|-------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Night/dark |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown | Visibility | 10 miles |
| Lowest Ceiling: | Overcast / 2000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 7 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 360° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 15°C / 16°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | DEXTER , MO (DXE) | Type of Flight Plan Filed: | IFR |
| Destination: | (FES) | Type of Clearance: | IFR |
| Departure Time: | 20:40 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|---------------------|----------------------------------|-----------|
| Airport: | FESTUS MEMORIAL FES | Runway Surface Type: | Asphalt |
| Airport Elevation: | 433 ft msl | Runway Surface Condition: | Wet |
| Runway Used: | 36 | IFR Approach: | |
| Runway Length/Width: | 2202 ft / 75 ft | VFR Approach/Landing: | Full stop |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|--------------------------|
| 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: | 38.22042,-90.400619(est) |

Administrative Information

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| Investigator In Charge (IIC): | Sullivan, Pamela |
| Additional Participating Persons: | SYDNEY M BUFF; ST. ANN , MO |
| Original Publish Date: | March 9, 2001 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=48803 |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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