



Aviation Investigation Final Report

Location:	SUN VALLEY, Arizona	Accident Number:	LAX00LA218
Date & Time:	June 6, 2000, 10:00 Local	Registration:	N133PW
Aircraft:	Beech 95	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

All three landing gear retracted immediately prior to rotation and the airplane settled back to the runway. The left wingtip struck the runway and the airplane cartwheeled, running into a rising dirt embankment, and coming to rest on the side of the runway. In his written statement, the flight instructor reported that the nose gear collapsed during the takeoff ground roll. He had no further explanation of the event. According to a pilot-rated witness, the airplane was on the takeoff ground roll when all three landing gear retracted prior to rotation, and the airplane settled back to the runway. The witness went to the assistance of the airplane occupants and spoke to the flight instructor. According to the witness, the instructor said that the student might have placed the landing gear selector switch in the up position instead of the flaps after the previous landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The certified flight instructor's (pilot-in-command) inadequate supervision of his dual student, who prematurely retracted the landing gear.

Findings

Occurrence #1: GEAR RETRACTION ON GROUND
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) GEAR RETRACTION - PREMATURE - DUAL STUDENT
2. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - DUAL STUDENT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Factual Information

On June 5, 2000, about 0800 hours mountain standard time, a Beech 95, N133PW, sustained substantial damage when the landing gear retracted during takeoff from Sun Valley, Arizona. Sheble Aviation, Bullhead City, Arizona, operated the airplane under the provisions of 14 CFR Part 91. The certified flight instructor and the private pilot student were not injured. Visual meteorological conditions prevailed and no flight plan had been filed for the instructional flight.

According to a pilot-rated witness, the airplane was on the takeoff ground roll when all three landing gear retracted prior to rotation, and the airplane settled back to the runway. The left wingtip struck the runway and the airplane cartwheeled, running into a rising dirt embankment, and coming to rest on the side of the runway. The witness went to the assistance of the airplane occupants and spoke to the flight instructor. According to the witness, the instructor said that the student might have placed the landing gear selector switch in the up position instead of the flaps after the previous landing.

In his written statement, the flight instructor reported that the nose gear collapsed during the takeoff ground roll. He had no further explanation of the event.

A review of the Beech Model 95 Travel Air Owner's Manual reveals an excerpt from the normal takeoff procedure and reads: "Retract the landing gear as soon as you are firmly airborne with no danger of settling back to the runway."

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
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:	December 29, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	750 hours (Total, all aircraft), 39 hours (Total, this make and model), 670 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 86 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N133PW
Model/Series:	95 95	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TD-9
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 23, 2000 100 hour	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8644 Hrs	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-360-A1A
Registered Owner:	Wolfe Leasing	Rated Power:	180 Horsepower
Operator:	SHEBLE AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IFP,695 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	09:45 Local	Direction from Accident Site:	348°
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	34°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SUN VALLEY, AZ (A20)	Type of Flight Plan Filed:	None
Destination:	Bullhead City, AZ (IFP)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Sun Valley A20	Runway Surface Type:	Asphalt
Airport Elevation:	725 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	3700 ft / 42 ft	VFR Approach/Landing:	None

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:	35.139987,-114.489776(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	LARRY BUCHANAN; SCOTTSDALE, AZ
Original Publish Date:	September 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49359

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