



Aviation Investigation Final Report

Location:	WATKINS, Colorado	Accident Number:	DEN01LA076
Date & Time:	March 27, 2001, 15:40 Local	Registration:	N38KS
Aircraft:	Beech 95-B55B (T42A)	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

While conducting an instructional flight with two student pilots, the flight instructor failed to lower the landing gear prior to a touch-and-go landing. The aircraft landed with the landing gear retracted and caught fire. All three occupants exited without injury. Examination of the aircraft following the accident revealed that the right throttle landing gear warning lever had rotated 90 degrees and was hung up on the left mixture control lever, thus moving the right throttle also moved the left mixture. It could not be determined whether the warning horn rod position affected the landing gear warning system operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An inadvertent landing gear retracted landing by the CFI during an instructional flight conducting a touch-and-go landing.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND(CFI)

Factual Information

On March 27, 2001, at 1540 mountain standard time, a Beech 95-B55B (T42A), N38KS, was destroyed by post impact fire following an unintentional landing gear retracted landing at Front Range Airport, Watkins, Colorado. The airline transport certificated flight instructor and his two students were not injured. The flight was operating as an instructional flight under Title 14 CFR Part 91 and no flight plan was filed. Visual meteorological conditions prevailed during the flight which departed Centennial Airport, Englewood, Colorado, at approximately 1440.

The flight instructor said he forgot to lower the landing gear.

Following the accident, the two student pilots were interviewed by an FAA inspector. They related that the only aircraft problem they were aware of was that the mixtures moved when the throttle setting was adjusted. A subsequent examination of the aircraft revealed that the right throttle landing gear warning lever had rotated 90 degrees and was hung up on the left mixture control. When the right throttle was moved, the left mixture moved with it. The left throttle landing gear warning rod was fixed in its proper position. Due to aircraft damage, it is unknown if this condition affected the operation of the landing gear warning system.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	63, 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:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 30, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 25, 2000
Flight Time:	2200 hours (Total, all aircraft), 200 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed: No
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Student pilot Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed: No
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N38KS
Model/Series:	95-B55B (T42A)	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TF-11
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	80 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	11000 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-470
Registered Owner:	JDTS LEASING, INC.	Rated Power:	260 Horsepower
Operator:	ENTERPRISE AIRLINE ACADEMY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDVX, 5431 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	290°
Lowest Cloud Condition:	Few / 3300 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 4800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	9°C / -1°C
Precipitation and Obscuration:			
Departure Point:	ENGLEWOOD, CO (APA)	Type of Flight Plan Filed:	None
Destination:	WATKINS, CO (FTG)	Type of Clearance:	None
Departure Time:	14:40 Local	Type of Airspace:	Class E

Airport Information

Airport:	FRONT RANGE FTG	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	8000 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	39.750553,-104.599479(est)

Administrative Information

Investigator In Charge (IIC):	Wiemeyer, Norman
Additional Participating Persons:	MIKE DAVEY; FAA, FSDO; DENVER, CO
Original Publish Date:	July 30, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51974

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.

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](#).