



# Aviation Investigation Final Report

<b>Location:</b>	Little Rock, Arkansas	<b>Accident Number:</b>	FTW02LA172
<b>Date &amp; Time:</b>	June 4, 2002, 22:00 Local	<b>Registration:</b>	N799DD
<b>Aircraft:</b>	Beech BE-100-A100	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was on a practice approach when he extended the landing gear. The cockpit gear indicators yielded "two" green indications. A go-around was performed and the gear cycled several times with no results, including an attempt to use the emergency extension system. Two confirmation passes were performed, and it was confirmed that the left main landing gear was retracted with the nose and right main landing gear extended. After touch down on the right side of the runway, the aircraft exited the left side of the runway. Examination of the aircraft revealed that left gear extension push/pull tube was found without the lock pin in its clevis. The pin was found in the belly of the aircraft but no nut and washer was found. The aircraft had recently come out of a maintenance facility where the landing gear was worked on.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The malfunction of the left main landing gear retraction/extension assembly due to a missing lock pin/washer/nut on the clevis of the push/pull gear extension tube that resulted from improper maintenance.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: APPROACH

Findings

1. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - MALFUNCTION
2. (C) MISCELLANEOUS,BOLT/NUT/FASTENER/CLAMP/SPRING - MISSING
3. (C) MAINTENANCE - IMPROPER - OTHER MAINTENANCE PERSONNEL

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Occurrence #2: WHEELS UP LANDING

Phase of Operation: LANDING

Findings

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND

## Factual Information

On June 4, 2002, approximately 2200 central daylight time, a Beech BE-100-A100 twin-engine airplane, N799DD, registered to and operated by Finkbeiner Aviation of Little Rock, Arkansas, was substantially damaged when its main landing gear collapsed while landing on runway 18 at Adams Field Airport, Little Rock, Arkansas. The airline transport rated pilot and his pilot-rated passenger were not injured. Visual meteorological conditions prevailed and flight plan was not filed for the Title 14 Code of Federal Regulations Part 91 personal flight. The local flight originated at 2200 from Adams Field.

According to information provided in a telephone interview and the enclosed NTSB Pilot/Operator Accident Report (NTSB Form 6120.1/2), the pilot was on a practice approach when he extended the landing gear. The cockpit landing gear indicators yielded "two" green indications. A go-around was performed and the gear cycled several times with no results, including an attempt to use the emergency extension system. Two confirmation passes were performed, and it was confirmed that the left main landing gear was retracted with the nose and right main landing gear extended. After touch down on the right side of the runway, the aircraft exited the left side of the runway resulting in structural damage to the fuselage belly.

Examination of the aircraft revealed that left gear extension push/pull tube was found without the lock pin in its clevis. The pin was found in the belly of the aircraft but no nut and washer was found.

The aircraft had recently come out of a maintenance facility where the landing gear was worked on.

## Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 24, 2001
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	November 20, 2001
<b>Flight Time:</b>	19000 hours (Total, all aircraft), 2500 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N799DD
<b>Model/Series:</b>	BE-100-A100	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	B-102
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	March 11, 2002 AAIP	<b>Certified Max Gross Wt.:</b>	11500 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	8400 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-28
<b>Registered Owner:</b>	Chris Finkbeiner	<b>Rated Power:</b>	680 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Finkbeiner Aviation	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Little Rock, AR (LIT)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Little Rock, AR (LIT)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	22:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Adams Field LIT	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	262 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>	5124 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.729442,-92.224166

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lemishko, Alexander
<b>Additional Participating Persons:</b>	Buddy Kohlner; FAA; Little Rock, AR
<b>Original Publish Date:</b>	April 29, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=54852">https://data.nts.gov/Docket?ProjectID=54852</a>

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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](#).