



# Aviation Investigation Final Report

<b>Location:</b>	EIELSON AFB, Alaska	<b>Accident Number:</b>	ANC91LA003
<b>Date &amp; Time:</b>	October 7, 1990, 12:00 Local	<b>Registration:</b>	N56AF
<b>Aircraft:</b>	BEECH B55B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

THE DUAL STUDENT AND INSTRUCTOR PILOT WERE PRACTICING TOUCH AND GO LANDINGS. AFTER THE LANDING THE DUAL STUDENT APPLIED POWER AND THEN SELECTED THE LANDING GEAR LEVER TO THE 'UP' POSITION. THE INSTRUCTOR STATED HE QUICKLY PLACED THE LANDING GEAR LEVER IN THE DOWN POSITION BUT THE LANDING GEAR CONTINUED TO RETRACT UNTIL THE AIRPLANE SLID TO A STOP ON ITS BELLY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE DUAL STUDENT'S INADVERTENT, PREMATURE SELECTION OF THE LANDING GEAR HANDLE TO THE UP POSITION; THEREBY CAUSING THE LANDING GEAR SYSTEM TO RETRACT. CONTRIBUTING TO THE ACCIDENT WAS THE INSTRUCTOR'S FAILURE TO MONITOR THE DUAL STUDENT'S ACTION AND TAKE APPROPRIATE AND TIMELY CORRECTIVE ACTION.

## Findings

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

### Findings

1. (C) GEAR DOWN AND LOCKED - NOT MAINTAINED - DUAL STUDENT
2. (C) EXCESSIVE WORKLOAD (TASK OVERLOAD) - DUAL STUDENT

3. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. (F) COMPLACENCY - PILOT IN COMMAND(CFI)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 1, 1990
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1165 hours (Total, all aircraft), 170 hours (Total, this make and model), 1119 hours (Pilot In Command, all aircraft), 60 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>	N56AF
<b>Model/Series:</b>	B55B B55B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TF-3
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 29, 1990 Annual	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>	6 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	11233 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470-L
<b>Registered Owner:</b>	EIELSON AERO CLUB	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Unknown	<b>Condition of Light:</b>	Day
<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>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	0°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class D;Class E

## Airport Information

<b>Airport:</b>	EIELSON EIL	<b>Runway Surface Type:</b>	Macadam
<b>Airport Elevation:</b>	547 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	14514 ft / 150 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<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>	64.669822,-147.040206(est)

## Administrative Information

**Investigator In Charge (IIC):** Kobelnyk, George

**Additional Participating Persons:** MANAGER;

**Original Publish Date:** March 12, 1993

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=5501>

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