



# Aviation Investigation Final Report

<b>Location:</b>	Windsor Locks, Connecticut	<b>Accident Number:</b>	NYC06TA161
<b>Date &amp; Time:</b>	June 23, 2006, 12:37 Local	<b>Registration:</b>	N20
<b>Aircraft:</b>	Beech C90	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Public aircraft		

## Analysis

After touchdown, while performing a touch-and-go landing, the pilot flying (PF) set takeoff power and initiated the takeoff. The non-flying pilot (NFP) then asked if the PF if he "wanted flaps up." The PF replied "yes," and the NFP inadvertently raised the landing gear instead of the flaps. The airplane's landing gear subsequently retracted, and the underside of the airplane contacted the ground. The PF then aborted the takeoff, and the airplane skidded to a stop on the runway. Examination of the airplane revealed substantial damage to the fuselage, and no mechanical anomalies with the landing gear system were identified.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The non-flying pilot's improper procedure, which resulted in his inadvertent retraction of the landing gear while the airplane was on the ground.

## Findings

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

### Findings

1. (C) PROCEDURES/DIRECTIVES - IMPROPER - COPILOT/SECOND PILOT

## Factual Information

On June 23, 2006, at 1237 eastern daylight time, a Beech C90, N20, was substantially damaged while landing at Bradley International Airport (BDL), Windsor Locks, Connecticut. The two certificated airline transport pilots were not injured. Visual meteorological conditions prevailed for the flight that originated at the Portland International Jetport (PWM), Portland, Maine. The public use training flight was conducted under 14 CFR Part 91.

The purpose of the flight was for two Federal Aviation Administration (FAA) inspectors to maintain currency, while ferrying the airplane between Flight Standards District Offices (FSDOs). According to the inspectors, the flight to BDL was routine, and they requested four instrument landing system (ILS) approaches once they arrived in the BDL area. The first ILS approach was terminated prior to the missed approach point, due to traffic. During the second approach, the pilot flying (PF) intended to perform a touch and go landing. After touchdown the PF set takeoff power and initiated the takeoff. The non-flying pilot (NFP) then asked if the PF if he "wanted flaps up." The PF replied "yes," and the NFP inadvertently raised the landing gear instead of the flaps. The airplane's landing gear subsequently retracted, and the underside of the airplane contacted the ground. The PF then aborted the takeoff, and the airplane skidded to a stop on the runway.

Examination of the airplane by an FAA inspector revealed substantial damage to the fuselage. No mechanical anomalies were noted with the landing gear system.

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; 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>	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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 1, 2005
<b>Flight Time:</b>	10000 hours (Total, all aircraft), 1400 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft)		

## Co-pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	52, 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>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane; Instrument helicopter	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 1, 2006
<b>Flight Time:</b>	5583 hours (Total, all aircraft), 46 hours (Total, this make and model), 5230 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N20
<b>Model/Series:</b>	C90	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LJ-912
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	May 1, 2006 AAIP	<b>Certified Max Gross Wt.:</b>	9650 lbs
<b>Time Since Last Inspection:</b>	72 Hrs	<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	10245 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT-6A-21
<b>Registered Owner:</b>	Federal Aviation Administration	<b>Rated Power:</b>	1100 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BDL,173 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	12:51 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Few / 5500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 16000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Portland, ME (PWM )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Windsor Locks, CT (BDL )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	15:05 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Bradley International Airport BDL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	173 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	24	<b>IFR Approach:</b>	ILS
<b>Runway Length/Width:</b>	9510 ft / 200 ft	<b>VFR Approach/Landing:</b>	Touch and go

## 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>	41.938888,-72.683052

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Andrews, Jill
<b>Additional Participating Persons:</b>	Paul Falzarano; FAA/FSDO; Lexington, MA
<b>Original Publish Date:</b>	January 31, 2007
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=63993">https://data.ntsb.gov/Docket?ProjectID=63993</a>

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