



Aviation Investigation Final Report

Location:	Ontario, California	Accident Number:	LAX06CA268
Date & Time:	July 29, 2006, 14:00 Local	Registration:	N805PR
Aircraft:	Cessna 414A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot inadvertently retracted the landing gear during the landing rollout. The pilot intended to retract the flaps, but instead he moved the landing gear lever to the retracted position. After the aural alarm activated, the pilot reversed the gear handle to the down position; however, the nosewheel partially retracted and the firewall sustained damage. There were no mechanical malfunctions or failures during the flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadvertent retraction of the landing gear during the landing roll.

Findings

Occurrence #1: GEAR RETRACTION ON GROUND
Phase of Operation: LANDING - ROLL

Findings

1. (C) GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

Factual Information

On July 29, 2006, at 1400 Pacific daylight time, a Cessna 414A, N805PR, experienced an inadvertent gear retraction during the landing roll at Ontario International Airport, Ontario, California. The pilot was operating the privately registered airplane under the provisions of Title 14 Code of Federal Regulations Part 91. The private pilot and three passengers were not injured; the airplane sustained substantial damage. Instrument meteorological conditions prevailed during the flight, and an instrument flight plan was filed and activated. The flight departed from Santa Barbara Municipal Airport, Santa Barbara, California, at 1300.

In a written statement, the pilot said that after performing the instrument landing system (ILS) approach to runway 25R, the airplane rolled out on the runway. During the rollout, he reached down to retract the flaps and retracted the landing gear by mistake. The gear warning horn sounded, and the pilot reversed the gear handle; however, the nosewheel partially retracted and the firewall sustained damage. The pilot said that there were no mechanical malfunctions or failures during the flight.

This accident was upgraded from an incident on August 24, 2006, during a damage assessment by a Federal Aviation Administration inspector from the Riverside Flight Standards District Office.

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	August 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1459 hours (Total, all aircraft), 81 hours (Total, this make and model), 65 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N805PR
Model/Series:	414A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1206
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Teledyne Continental
ELT:		Engine Model/Series:	TSIO-520-NB
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ONT,944 ft msl	Distance from Accident Site:	
Observation Time:	13:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 2500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	27°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Santa Barbara, CA (SBA)	Type of Flight Plan Filed:	IFR
Destination:	Ontario, CA (ONT)	Type of Clearance:	IFR
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	Ontario International Airport ONT	Runway Surface Type:	Asphalt
Airport Elevation:	944 ft msl	Runway Surface Condition:	Dry
Runway Used:	26R	IFR Approach:	ILS
Runway Length/Width:	12198 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 None	Latitude, Longitude:	34.055831,-117.601112

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Duane Day; Federal Aviation Administration; Riverside, CA
Original Publish Date:	November 29, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=64368

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](#).