



Aviation Investigation Final Report

Location:	Milwaukee, Wisconsin	Accident Number:	CEN10LA145
Date & Time:	March 6, 2010, 14:15 Local	Registration:	N1114X
Aircraft:	Hawker Beechcraft Corp. A36	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during a touch-and-go he touched down successfully and “normalized” the airplane for takeoff. He said that before breaking ground the gear inadvertently raised. An on-scene examination of the wreckage revealed that the landing gear handle was located in the "up" position. The airplane was raised and the landing gear lowered when electrical power was turned on in the airplane and the landing gear handle was placed in the "down" position. No mechanical anomalies were detected with the landing gear system that would have precluded normal operation. The airplane's takeoff checklist states, "Landing Gear - RETRACT (when positive rate-of-climb is established)."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's retraction of the landing gear prior to establishing a positive climb rate.

Findings

Personnel issues	Incorrect action performance - Pilot
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Factual Information

History of Flight

Takeoff	Landing gear collapse (Defining event)
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On March 6, 2010, about 1415 central standard time, a Hawker Beechcraft Corp. A36, N1114X, piloted by a commercial pilot, sustained substantial damage when its landing gear collapsed during a touch and go on runway 22R (3,201 feet by 75 feet, asphalt) at the Lawrence J. Timmerman Airport (MWC), near Milwaukee, Wisconsin. The pilot was uninjured. The flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed at the time of the accident and no flight plan was on file for the flight. The flight originated from the Hartford Municipal Airport, near Hartford, Wisconsin, about 1400 and was destined for MWC.

The pilot reported that he performed a touch and go on runway 15L at MWC without incident. The tower then switched him to runway 22R for the next touch and go. He reported that he touched down successfully and "normalized" the airplane for takeoff. He said, "With full power and before breaking ground the gear inadvertently raised."

A Federal Aviation Administration inspector examined the airplane on-scene. The landing gear handle was found selecting the up position. The airplane was raised and the landing gear lowered when electrical power was turned on in the airplane and the landing gear handle was placed in the down position. No mechanical anomalies were detected with the landing gear system that would have precluded normal operations.

The airplane's take-off checklist, in part, stated, "Landing Gear - RETRACT (when positive rate-of-climb is established)"

Pilot Information

Certificate:	Commercial	Age:	78, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 1, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 23, 2009
Flight Time:	5400 hours (Total, all aircraft), 1200 hours (Total, this make and model), 5100 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hawker Beechcraft Corp.	Registration:	N1114X
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-3055
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 2, 2009 Annual	Certified Max Gross Wt.:	3650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	862 Hrs at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-550-B
Registered Owner:	On file	Rated Power:	300 Horsepower
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:	MWC,745 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:45 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	4°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hartford, WI (HXF)	Type of Flight Plan Filed:	None
Destination:	Milwaukee, WI (MWC)	Type of Clearance:	VFR
Departure Time:	14:00 Local	Type of Airspace:	

Airport Information

Airport:	Lawrence J Timmerman Airport MWC	Runway Surface Type:	Asphalt
Airport Elevation:	735 ft msl	Runway Surface Condition:	Dry
Runway Used:	22R	IFR Approach:	None
Runway Length/Width:	3201 ft / 75 ft	VFR Approach/Landing:	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.110279,-88.034446(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Timothy H Anderson; Federal Aviation Administration; Milwaukee, WI Ernie Hall; Hawker Beechcraft Corporation; Wichita, KS
Original Publish Date:	July 1, 2010
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=75463

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