



# Aviation Investigation Final Report

<b>Location:</b>	CHAMBLEE, Georgia	<b>Accident Number:</b>	ATL89LA108
<b>Date &amp; Time:</b>	March 19, 1989, 11:04 Local	<b>Registration:</b>	N72253
<b>Aircraft:</b>	BEECH A36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PLT AND AN ATC TWR CONTROLLER STATED THE LANDING GEAR WAS DOWN DURING FINAL APCH. THE CONTROLLER SAID THE ACFT TOUCHED DOWN NEAR THE APRCH THRESHOLD, ROLLED APRX 1,700 FT AND THE RIGHT MAIN GEAR COLLAPSED. POST ACCIDENT INSPECTION REVEALED THE LANDING GEAR EXTENDED WITHOUT DIFFICULTY USING THE ACFT ELECTRICAL SYSTEM BUT WOULD NOT RETRACT BECAUSE OF IMPACT DAMAGE. LATERAL SCRAPE MARKS WERE ALSO FOUND ON THE LEFT MAIN TIRE. THE LANDING GEAR HANDLE IN THIS ACFT IS LOCATED IN THE CONVENTIONAL POSITION, TO THE LEFT OF THE THROTTLE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INATTENTION OF THE PILOT WHICH RESULTED IN THE INADVERTENT RETRACTION OF THE LANDING GEAR DURING THE LANDING ROLL.

## Findings

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

### Findings

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



## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	32, 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>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Expired	<b>Last FAA Medical Exam:</b>	March 14, 1986
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2100 hours (Total, all aircraft), 700 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 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>	N72253
<b>Model/Series:</b>	A36 A36	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	E2227
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1243 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-550-B
<b>Registered Owner:</b>		<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	QUALITY AVIATION	<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>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PDK, 976 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	10:50 Local	<b>Direction from Accident Site:</b>	340°
<b>Lowest Cloud Condition:</b>	Scattered / 25000 ft AGL	<b>Visibility</b>	10 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>	21°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	JACKSONVILLE , FL (CRG )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	CHAMBLEE , GA (PDK )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	09:35 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	DEKALB-PEACH-TREE PDK	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	976 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	2R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Preston
<b>Additional Participating Persons:</b>	RANDY GIBSON; ATLANTA , GA
<b>Original Publish Date:</b>	August 2, 1990
<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=8001">https://data.nts.gov/Docket?ProjectID=8001</a>

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