



# Aviation Investigation Final Report

<b>Location:</b>	Riverton, Wyoming	<b>Accident Number:</b>	WPR11CA468
<b>Date &amp; Time:</b>	September 24, 2011, 10:00 Local	<b>Registration:</b>	N7549N
<b>Aircraft:</b>	Beech 36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot said that after landing he inadvertently moved the main landing gear lever rather than the flap lever to the retract position, which resulted in the collapse of all three landing gear and substantial damage to the undercarriage of the airplane. The pilot reported no anomalies with the airplane that would have precluded normal operation.

## 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

<b>Personnel issues</b>	Incorrect action performance - Pilot
<b>Aircraft</b>	Landing gear selector - Unintentional use/operation

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Landing gear collapse (Defining event)
-----------------------------	--

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 13, 2010
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 31, 2010
<b>Flight Time:</b>	219 hours (Total, all aircraft), 130 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N7549N
<b>Model/Series:</b>	36 NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	E-66
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 8, 2011 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	38 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4689 Hrs	<b>Engine Manufacturer:</b>	Teledyne Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<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>	RiW,5528 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	09:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<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>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.31 inches Hg	<b>Temperature/Dew Point:</b>	18°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Riverton, WY (RIW )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Riverton, WY (RIW )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:15 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Riverton Regional Airport RIW	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5528 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8203 ft / 150 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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.064167,-108.459724

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Little, Thomas
<b>Additional Participating Persons:</b>	Michael Maglione; Federal Aviation Administration; Casper, WY
<b>Original Publish Date:</b>	December 1, 2011
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=81904">https://data.nts.gov/Docket?ProjectID=81904</a>

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](#).