



Aviation Investigation Final Report

Location:	Mt. Vernon, Illinois	Accident Number:	CEN14CA352
Date & Time:	July 5, 2014, 13:25 Local	Registration:	N891R
Aircraft:	Beech 35 33	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he experienced an electrical failure while enroute to his destination. As he approached the airport and lowered the landing gear switch handle, he heard the landing gear lower and felt the airplane slow down. He received the normal indications the landing gear was down and visually confirmed it using the mirror on the left wing. The pilot reported he used the manual crank to ensure the gear was in the locked position. As the airplane touched down, the right landing gear and nose gear collapsed. The airplane sustained substantial damage to the right wing. A FAA inspector's examination of the airplane's electrical system showed system reliability.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to ensure the landing gear was extended into the fully locked position.

Findings

Personnel issues	Expectation/assumption - Pilot
-------------------------	--------------------------------

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear collapse (Defining event)
--------------------------------	--

Pilot Information

Certificate:	Private	Age:	66
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 6, 2014
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	June 12, 2014
Flight Time:	2700 hours (Total, all aircraft), 800 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N891R
Model/Series:	35 33 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	CD-15
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2013 Annual	Certified Max Gross Wt.:	3003 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5300 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	I0-470 SERIES
Registered Owner:	Don E Rosenthal	Rated Power:	265 Horsepower
Operator:	Don E Rosenthal	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMVN	Distance from Accident Site:	
Observation Time:	13:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.23 inches Hg	Temperature/Dew Point:	27°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MANHATTAN, KS (MHK)	Type of Flight Plan Filed:	None
Destination:	Mt. Vernon, IL (MVN)	Type of Clearance:	VFR;Traffic advisory
Departure Time:	10:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	MOUNT VERNON MVN	Runway Surface Type:	Asphalt
Airport Elevation:	480 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	6500 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	38.323333,-88.858612(est)

Administrative Information

Investigator In Charge (IIC):	Liedler, Courtney
Additional Participating Persons:	Douglas Wilson; FAA FSDO; Springfield, IL
Original Publish Date:	April 21, 2015
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.ntsb.gov/Docket?ProjectID=89638

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](#).