



**National Transportation
Safety Board**

Memorandum For The Record

DATE: March 9, 2020

FROM: Courtney Liedler, NTSB IIC

SUBJECT: Details of FAA On-Scene Examination for N405PT (Inspectors Louis Bettis and Craig Gibbs)

The initial notification, on February 6, 2020, was that an aircraft had landing gear problems and had departed the runway and ended up in the grass between the runway and taxiway. The aircraft, N405PT, Beechcraft King Air B200, SN – BB930 was on its fuselage, perpendicular to the runway. All three landing gear were collapsed in the retracted position. Both left and right propellers were damaged consistent with both engines running at the time of the accident. The flaps appeared to be in some degree of extension and were damaged. The nose landing gear was in the retracted position but the NLG doors were open. There was mud and dirt on top of the wings, nacelles, and fuselage. There were skid marks and prop strike indications for many feet on the runway, all the way to the point the aircraft left the pavement consistent with the nose landing gear collapsed prior to leaving the runway into the grass. There were two souls on board and no injuries.

The landing gear handle was found in the “DOWN” position. According to the pilot, he said that the aircraft was coming from Arkansas where it just had landing gear work done. The FAA asked the pilot if he had a red light in his landing gear handle after take-off and he said “yes, it happens a lot.” During his approach to SUS, the pilot stated that he could see his main landing gear were down but could not see the nose landing gear. When he got in to SUS airspace he asked the tower for a visual confirmation on his gear, to which they replied that they looked okay. Not convinced, the pilot tried to manually pump the gear down by pulling the D-ring and pumping the handle. He said that it would not pump so he assumed that the landing gear was down and locked. After landing, he said it rolled out straight and normal for a distance then turned hard left. He and the right seat passenger thought they were “going off in left field.” The pilot struggled to gain control, only to end up swerving to the right and ended up in the grass. It is unclear exactly when the gear collapsed. The skid marks started to the left of runway center. Marks on the runway indicate that the propellers were striking the pavement shortly after the tire skid marks started. The landing gear handle indicator circuit breaker was pulled/popped, on the center panel. The landing gear indicator circuit breaker was pulled/popped, on the right hand breaker panel.

The aircraft was lifted with a crane and transferred to a low bed trailer. The aircraft was transported to a secure location on the airfield for further investigation.

On February 13, 2020, Inspector Gibbs returned and took additional photos for the investigation after the aircraft was removed from the trailer and placed in its gear down position. From the

photos we were able to see the nose landing gear (Leg upper Drag) (Brace) part number 50/820205-17 had fractured. The nose landing Gear Actuator part number 50-820208-5 was fractured at the (Clevis)-Nose Gear Actuator. The nose steering Link part number 50-820102-12 was fractured. It is undeterminable as to which component failed first. Based on the runway markings, it appeared to the nose gear failed and then the left and right main landing gears collapsed during the accident. After seeing photos of the fuselage pressure vessel damage was determined to be an accident.