

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 9:45 PM	DATE 06/05/2022
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Wakaas Sadi Abdrazak		ROUTING	
		SYMBOL	INITIALS
SUBJECT Aircraft Accident at Mesquite Metro Airport.			
DIGEST			
Arrived at Mesquite Metro Airport (HQZ) to investigate the aircraft accident involving			
N9475Y. Mr. Abdrazak identified himself as the PIC of the aircraft. Asked Mr. Abdrazak if			
he would be able to tell me what happened. Verified Mr. Abdrazak's ID and reviewed his			
documents. Pilot certificate, [REDACTED] and Third class medical issued 10/15/2020. Mr.			
Abdrazak departed earlier that morning for David Wayne Hooks Airport (DWH) with his wife			
and daughter for a family event. They were returning from DWH back to HQZ. Mr. Abdrazak			
stated that he has never had any issues with the landing gear system and had no issues with			
the flight. He stated that he made a normal landing and as he was rolling out the nose gear			
collapsed followed by the main gear. Mr. Abdrazak provided a video of the landing that was			
taken by his wife at the time of the landing.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/06/2022	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]	



RECORD OF CONVERSATION

Charles Olvis
Senior Air Traffic Control Investigator
AS-30 - Air Traffic Control
Office of Aviation Safety
National Transportation Safety Board

Date: 08/08/2022

Person Contacted: Mike Harvey (Mike Harvey, Air Traffic Controller – Robinson Aviation)

NTSB Case Number: CEN22LA259

Narrative:

Mike Harvey was working an air traffic controller at the Mesquite Metro Airport (HQZ), Mesquite, Texas. The air traffic control tower at HQZ is a contract tower and is run by Robinson Aviation. The following is a synopsis of the information provided by Mike Harvey to Charles Olvis, via a telephone conversation:

- The accident occurred on June 6, 2022, at about 1855 CDT, can you describe the accident sequence:
“We were on a south flow landing runway 18. There were stout cross winds, so I issued 2 or 3 wind checks to the pilot. The pilot landed not too long down the runway; however, he did roll past taxiway Delta which is the normal turnoff for light airplanes. The airplane was almost at a dead stop and turning right on taxiway Echo when I observed the nose gear collapse followed by the left main. The airplane was leaning when the right gear fell. I made a transmission to the pilot asking if everything was okay, but there was no answer. I saw the occupants then exit the airplane.”
- During the approach sequence, do you remember the position of the landing gear:
“Gear was down.”
- During the landing sequence (flair) what was the position of the landing gear:
“Gear was down, I saw him on the runway on the gear.”
- Before, during, or after the accident sequence, did the pilot make any statements regarding the landing gear:
“No transmissions were made by the pilot.”
**** Nothing Follows ****

From: [REDACTED]
To: [REDACTED]
Subject: [REDACTED] (N9475Y) - Recovery Question
Date: Monday, July 11, 2022, 6:14:03 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Sorry,
After lifting the plane with the air bags, both main gears were folded due to the broken and bent roads
So we were able to extend them down again manually and secure them with the straps
And tow the plane with tow truck by lifting the front
Since the nose gear stuck in up position we placed a tire under the engine compartment so the tow truck won't damage the front side sheet metal
We move it slowly till we were able to put it inside the hanger.



Thank you
Wakaas Abdrazzak

On Jul 11, 2022, at 6:15 PM, Hodges Michael [REDACTED] wrote:

Wakaas,

I understand that you used air bags to lift up the airplane from the runway.

Can you please explain again what you did after that, with the main landing gear? I didn't understand your previous email.

Thank you.

Mike

Mike J. Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board
4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793
United States of America

Cellular /SMS: [REDACTED]
Facsimile: [REDACTED]
Response: Up to 1000 words (24/7) 1-844-373-9922
Work Hours: Monday-Friday, 0900-1730 Mountain Time

"Don't let yesterday use up too much of today." – Will Rogers

From: Wakaas [REDACTED]
Sent: Monday, July 11, 2022 11:31 AM
To: Hodges Michael [REDACTED]
Subject: Re: CEN22LA259 (N9475Y, breach 35-A33) - Recovery Question

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Mike,
Yes we used air bags
And we were able to put the main gears on the up position because the rods were bent and one broke
And then we towed the plane to the hanger.

Attached picture



Thank you
Waleed Abd almalik
[REDACTED]

On Jul 11, 2022, at 11:55 AM, Hodges, Michael <[REDACTED]> wrote:

Hi Waleed,

I have a question about the recovery of N9475Y please.

How was the aircraft recovered from the runway?

Was the aircraft set up off the runway, was the main landing gear then extended down, and then the aircraft was towed back to the hangar?

Thank you.

Mike

Mike J. Hodges, MS, CHP
AI Safety Investigator
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793
United States of America

Cellular (SMS) [REDACTED]
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"Don't let yesterday use up too much of today." - Will Rogers

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: CEN22LA259 (N9475Y) - Update
Date: Wednesday, August 24, 2022 9:02:40 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Hi Mike,
I'm doing well,
The mechanic checked it, All the parts are ready to start the repair
We are not able to preform a gear swing electrically because of components are damage on the gear box and swing doors
However we were able to extend the gears manually when the incident accrue
But were not able to lock it because of the damages
If you you like I can provide you with more pictures.

Thank you
Wakaas Abdrazak
[REDACTED]

Sent from my iPhone

On Aug 23, 2022, at 6:07 PM, Hodges Michael [REDACTED]
wrote:

Hello Wakaas,

I hope you are doing well sir.

Are you planning on having your mechanic come out and look at the airplane?

The reason I ask, I wanted to see if they can perhaps try to perform a main landing gear swing on the airplane.

Thank you.

Mike

Mike J. Hodges, MS, CHP
Air Safety Investigator
National Transportation Safety Board

4760 Oakland Street, Suite 500
Denver, Colorado 80239-2793
United States of America

Cellular/SMS: [REDACTED]

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RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 08/23/2022

Person Contacted: Ernest Hall (Senior Air Safety Investigator – Textron Aviation)

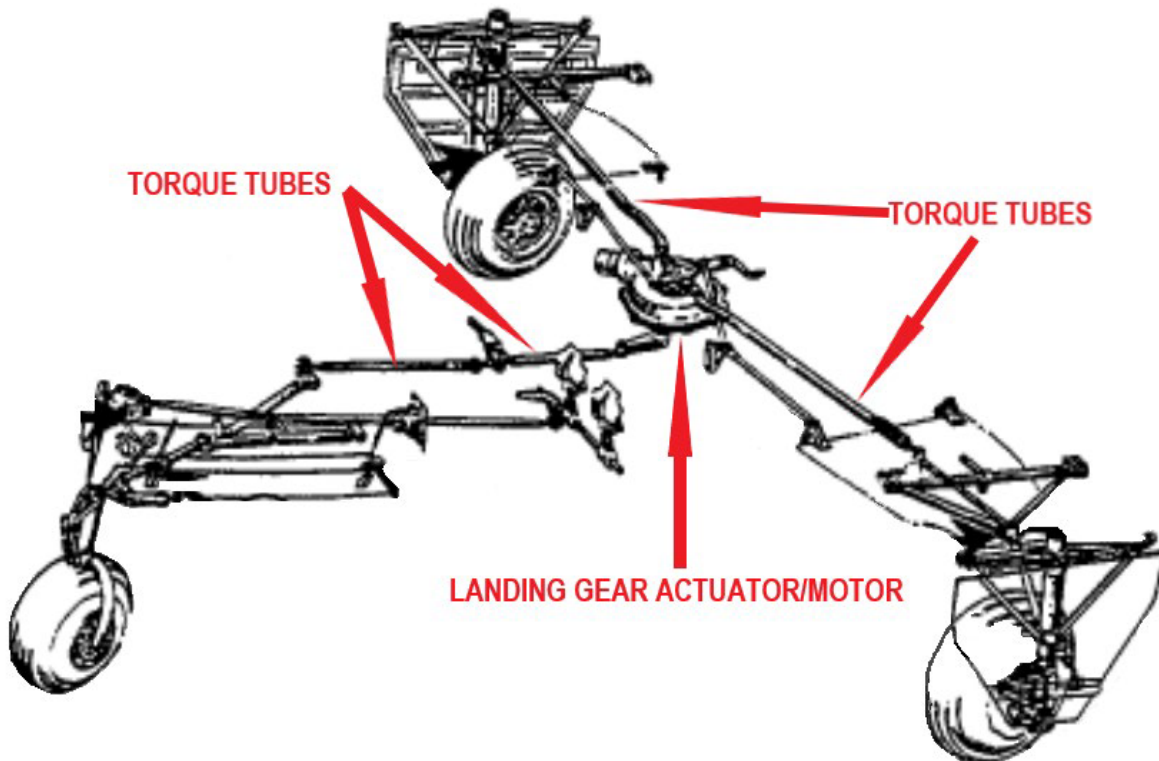
NTSB Case Number: CEN22LA259

Narrative:

The following is a synopsis of the information provided by Ernest Hall to the NTSB investigator-in-charge, via a telephone conversation:

- For the accident airplane, N9475Y (Beechcraft 35-A33 equipped with a Continental Motors IO-470-J reciprocating engine), the only way the main landing gear (MLG) will make it back into the wheel well is when the landing gear handle has been positioned to the up position with the electrical power applied to the airplane. This will command the landing gear actuator/motor to retract the MLG, but first it will mechanically open the MLG inboard doors, then mechanically pull the gear into the wheel well, and then it will mechanically close the inboard gear doors after the gear is in the wheel well.
- If the MLG collapsed without any command from the landing gear actuator/motor, the MLG inboard gear doors will not open, and the MLG will collapse onto the closed inboard gear door. The nose landing gear doors are mechanically connected to the nose gear, so when the nose gear collapse/moves, the nose doors will open/close.
- The MLG will not get back into the MLG wheel wells without the landing gear actuator/motor mechanically commanding (moving) opening the inboard gear doors to allow the MLG into the wheel well.
- When the MLG is extended in flight and is full down and locked, the inboard MLG doors will close. After touchdown on a runway, and if the MLG collapses, the MLG will collapse onto the closed inboard gear door. A review of the onsite photographs provided by the Federal Aviation Administration (FAA) showed that one MLG inboard door was partially separated from the airplane and the other inboard door was closed with the MLG inside. The FAA photographs also showed that the MLG are up in the wheel well.
- For all three gears to collapse at the same time:
 - All three gears would not have been down and locked thus if the cockpit indication is correct there would be no greens, just a red light, or

- All three push/pull torque tubes would have some issue (example: corrosion, mis-rig, loose, damaged) to allow all three gears to collapse at the same time, or
- If installed, the optional landing gear safety system, the safety switch is in the OFF position or is faulty or mis-rigged, and the landing gear switch is placed in the UP position, the landing gear will retract, or
- The landing gear safety system not installed; the landing gear switch is placed in the UP position commanding the landing gear actuator/motor to retract the landing gear. The landing gear is a mechanical system with torque tubes from the landing gear actuator/motor to each landing gear.



Landing Gear System

Ernie provided the extract from the applicable airplane POH, Section VII – Systems Description, Landing Gear System:

LANDING GEAR SYSTEM

CAUTION

Never taxi with a flat strut.

The landing gears are operated through adjustable linkage connected to an actuator assembly mounted beneath the front seats. The actuator assembly is driven by an electric motor. The landing gears may be electrically retracted and extended, and in an emergency may be extended manually.

CONTROL SWITCH

The landing gear is controlled by a two-position switch on the right side of the subpanel. The switch handle must be pulled out of the safety detent before it can be moved to the opposite position.

POSITION INDICATORS

Landing gear position indicator lights on the right side of the control console show red when the gear is up, or green when it is down, illuminating only when the actuator assembly reaches either extreme. In addition, a mechanical indicator on the floorboard beneath the control console shows the position of the nose gear. Its pointer is linked by a cable to the actuating mechanism and moves simultaneously with it. Limit switches and a dynamic brake automatically stop the retract mechanism when the gear reaches its full up or full down position.

CIRCUIT BREAKER

The landing gear circuit breaker is located on the (right - A33) (left - B33) subpanel. This circuit breaker is a pull- and-reset type breaker. The breaker will pop out under overload conditions.

SAFETY SWITCH (optional)

To prevent inadvertent retraction of the landing gear on the ground, a main strut safety switch opens the control circuit when the strut is compressed.

WARNING

Never rely on the safety switch to keep the gear down during taxi or on take-off, landing roll, or in a static position. Always make certain that the landing gear switch is in the down position during these operations.

WARNING HORN

With the landing gear retracted if the throttle is retarded below approximately 12 in. Hg manifold pressure, a warning horn will sound intermittently.

**** Nothing Follows ****