



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: March 29, 2017
Subject: Information Provided by Inspector John Harris (FAA)
NTSB Accident Number: ERA17LA134

The following is a summary of the information provided by the FAA.

On March 21, 2017, it was reported by the Eastern Regions Operations Center that N62RF, Beechcraft Baron 95-B55 was operating within ISP traffic pattern. During approach the landing gear collapsed. No injuries were reported.

On March 22, 2017, Inspector Harris was assigned an incident with N62RF. He requested a report from MacArthur Airport Fire Rescue. The report identified when the airplane landed, and actions taken during that time. The airplane was moved by recovery crew (A & P Aircraft Maintenance Inc.) to their maintenance hangar. At 1330, Inspector Harris arrived at the airplane located at the recovery hangar and conducted an evaluation:

1. Evidence of damage to both left and right propellers
2. Evidence of damage to the belly of airplane from the nose radome past the forward center wing spar area, to the aft center wing spar
3. Damage to left flap
4. Damage to left inboard gear door and left gear outboard area near wheel
5. Damage to left engine tail pipe
6. Damage to NLG doors outer skin
7. Damage to pitot tube on left wing
8. Damage to right flap inboard trailing edge

Inspector Harris, then interviewed the owner of A & P Aircraft Maintenance Inc., Edward LiBassi. He stated that before the airplane was moved, they had to manually extend the landing gear. After inspection of the airplane, the FAA had the airplane jacked up and an operational check was performed on the landing gear system using airplane power. The landing gear was able to retract. The indicator lights went from green to in transit indication. They could not extend the landing gear with aircraft power due to damage but were able to manual retract the

landing gear. All indications operated properly. The landing gear horn sounded and the indicating lights indicated green when all 3-landing gear were down and locked. The incident was then upgraded to an accident by Inspector Harris, based on what appeared to be visible substantial damage to the forward center spar discovered during the inspection.

On March 24, 2017, the airplane was relocated to Centerline Aviation Inc., who handles the maintenance of the airplane for the owner, at Islip airport. Inspector Harris visited the facility to look at the logbooks for N62RF, and reviewed the airplane and engine logbooks:

The last 100-hour inspection was completed on November 9, 2016 at HOBBS 561.8 TTAF 4521.7. All AD's checked through 2016-21. Reviewed Engine logs. Engine model IO-470-L, left S/N 298078-R, Right 298077. Reviewed Propeller logs. Model McCauley 3AF32C504-C\G-82NEA-4. Left Hub 070109, Right hub 070798.

After review of the logbooks, Inspector Harris found all maintenance actions updated and in order. All documentation complied with FAA Regulations.

On March 27, 2017, Inspector Harris interviewed the pilot Mr. Mark Shikowitz. Based on his statements, this was his first approach that night on Runway 24. He stated, "From his point of view he thought he had three green lights which indicated that his landing gear was down and locked." He stated that it was his responsibility as Pilot-In-Command (PIC). He stated that there was a similar incident on September 24, 2016 of an unsafe landing gear while on approach to another airport where he had to conduct a flyby for the tower to confirm his gear was down.

After touchdown and rollout his indicator lights indicated the gear was down and locked. Centerline Maintenance confirmed that they did perform an operational check and the landing gear system did checkout as being good.

According to Inspector Harris, there are no airworthiness concerns with N62RF. There appear to be no issues related to this accident regarding maintenance.

On March 28, 2017, Centerline Aviation Inc., maintenance provider for N62RF, removed the interior spar cover from under the seats and confirmed that the damage to the airplane was substantial.



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Subject: Interview Summary (Pilot Mark Shikowitz)
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Mr. Shikowitz was interviewed over the telephone.

According to Mr. Shikowitz, He had done 8-night landings in the last 3 months. On the night of the accident the weather was beautiful.

He decided that he would do 3 full stop landings, and taxi backs that night.

He flew from Islip, New York to Calverton, New York, did a hold at Calverton, then flew back to Islip, and got vectors to the final approach leg for runway 24.

He had the ILS Runway 24 approach programmed into his GPS as a backup.

The winds were 230° at 5 knots, so there was no crosswind. He did his usual "GUMPFs" check, and he landed right on the centerline. "Unfortunately, the gear was not under the airplane" and that it was "My fault."



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Eastern Region

Date: April 7, 2017

Subject: Information from Edward Libassi (A&P Aircraft Maintenance Inc.)

NTSB Accident Number: ERA17LA134

According to Mr. Libassi,

On March 21, 2017, at approximately 2115, he was called by fire rescue at the Islip (ISP) MacArthur Airport, where he has his aircraft maintenance business, to remove from the runway, N62RF. He was told the airplane was sitting on its belly with no landing gear extended, or visible. He put together an emergency 'go team' and arrived on the scene. He and his crew, along with the help of the firefighters were able to lift the airplane and manually extend the landing gear. The airplane was then towed to his maintenance hangar and later placed inside the hanger.

To whom it may concern,

Regarding N62RF owned by LS Express LLC The pilot Dr. Mark Shikowitz.

I received a phone call on a Monday afternoon from Dr. Shikowitz stating he had flown 62RF to ACK & didn't get the 3 green landing light indicators, he said he did a fly by the tower they confirmed wheels down so he landed.

He then proceeded about his business with out having the plane checked or contacting myself as his maintenance shop.

He then flew the aircraft back to ISP (his home base)

I questioned him on the details of the problem asked him if he had the nav. Lights on he said yes I then explained the system to him & that with the nav. Lights on the gear indicators dim.

Just as a precaution we double checked the system by jacking the aircraft & cycled the gear checking the indicators.

All systems functioned correct.

We performed no maintenance so no log entry was made

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