



Aviation Investigation Final Report

Location:	Cleveland, Tennessee	Accident Number:	ERA23LA166
Date & Time:	March 16, 2023, 17:55 Local	Registration:	N8702
Aircraft:	Beech C35	Aircraft Damage:	Unknown
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that shortly after he exited the runway after landing, the nose landing gear collapsed. According to his written statement, “neither the flaps had been retracted yet or a command given to retract the landing gear.” He immediately shut off the mixture to the engine, took photos of the cockpit controls, and exited the airplane.

Examination of the accident site and wreckage by a Federal Aviation Administration (FAA) inspector revealed that the flaps were in the down position, the nose landing gear was fully retracted, the left main landing gear was about 80% retracted, and the right main landing gear was about 50% retracted. A visual examination of the taxiway revealed a 25 ft ground scar. The airplane sustained substantial damage to the left wing. Postaccident examination of the landing gear system revealed no evidence of any preaccident mechanical malfunctions or failures 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 retraction of the landing gear after landing for unknown reasons.

Findings

Aircraft

Gear extension and retract sys - Unknown/Not determined

Factual Information

History of Flight

Taxi-from runway	Landing gear collapse (Defining event)
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Pilot Information

Certificate:	Private	Age:	33,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 7, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 10, 2023
Flight Time:	5277 hours (Total, all aircraft), 278 hours (Total, this make and model), 5004 hours (Pilot In Command, all aircraft), 127 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N8702
Model/Series:	C35	Aircraft Category:	Airplane
Year of Manufacture:	1951	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	D-3245
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 25, 2022 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3821 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	E225-8
Registered Owner:	On file	Rated Power:	225 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CHA,688 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	242°
Lowest Cloud Condition:	Scattered / 18000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	19°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dayton, TN (2A0)	Type of Flight Plan Filed:	None
Destination:	Cleveland, TN	Type of Clearance:	None
Departure Time:	17:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	Cleveland Regional Jetport RZR	Runway Surface Type:	
Airport Elevation:	866 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Unknown
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.212336,-84.799199(est)

Administrative Information

Investigator In Charge (IIC):	Spencer, Lynn
Additional Participating Persons:	Joseph Kachinski; FAA/FSDO; Nashville, TN
Original Publish Date:	June 23, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106965

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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](#).