



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WHITE PLAINS, NY	<b>Accident Number:</b>	NYC88LA055
<b>Date &amp; Time:</b>	12/07/1987, 1725 EST	<b>Registration:</b>	N866Q
<b>Aircraft:</b>	MITSUBISHI MU-2B-20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Business

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## Analysis

THE CROSS COUNTRY BUSINESS FLIGHT WAS UNEVENTFUL FROM CONCORD, NEW HAMPSHIRE TO WHITE PLAINS, NEW YORK UNDER CLEAR SKY. DURING FINAL APPROACH, THE PILOT EXTENDED THE GEAR BUT DID NOT NOTICE THAT THE CIRCUIT BREAKER HAD OPENED AND THE GEAR WAS NOT LOWERED. THE AIRCRAFT LANDED GEAR UP AND THE GEAR DOORS PARTIALLY OPEN. THE GEAR WARNING HORN DID NOT OPERATE. THE PLT STATED THAT HE FAILED TO CHECK FOR 3 GREEN LIGHTS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: GEAR NOT EXTENDED  
Phase of Operation: LANDING

### Findings

1. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
2. (C) GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
3. LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
4. (C) ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
5. (F) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	70, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/29/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5525 hours (Total, all aircraft), 1695 hours (Total, this make and model), 5435 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MITSUBISHI	<b>Registration:</b>	N866Q
<b>Model/Series:</b>	MU-2B-20 MU-2B-20	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	MU-2B-20
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	05/07/1987, Annual	<b>Certified Max Gross Wt.:</b>	8930 lbs
<b>Time Since Last Inspection:</b>	71 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	5526 Hours	<b>Engine Manufacturer:</b>	GARRETT
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TPE-331-151A
<b>Registered Owner:</b>	RRH, INC.	<b>Rated Power:</b>	705 hp
<b>Operator:</b>	RRH, INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 20000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	5°C / -7°C
Precipitation and Obscuration:			
Departure Point:	CONCORD, NH (CON)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1630 EST	Type of Airspace:	Class G

## Airport Information

Airport:	WINCHESTER CO. (HPN)	Runway Surface Type:	Asphalt
Airport Elevation:	439 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	6550 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Report Date:	05/26/1989
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).