



Aviation Investigation Final Report

Location:	JOLIET, Illinois	Accident Number:	CHI92FA290
Date & Time:	September 23, 1992, 14:45 Local	Registration:	N557T
Aircraft:	Beech B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED HE PLACED THE LANDING GEAR SELECTOR IN THE DOWN POSITION WHILE ON APPROACH TO LAND AND RECEIVED A GREEN LIGHT. HE DID NOT RECALL HEARING A GEAR WARNING HORN OR A CHANGE IN AIRFLOW, OR FEELING A PITCH CHANGE, AFTER PLACING THE SELECTOR DOWN. THE AIRPLANE SUBSEQUENTLY LANDED WHEELS UP AND CAUGHT FIRE AFTER COMING TO A STOP ON THE ASPHALT RUNWAY. POST ACCIDENT INSPECTION OF THE LANDING GEAR AND ITS SYSTEMS DISCOVERED NO MECHANICAL ANOMALIES 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 PILOT'S INADVERTENT WHEELS UP LANDING.

Findings

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

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. TERRAIN CONDITION - RUNWAY

2. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
3. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #3: FIRE

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	March 14, 1992
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 50 hours (Total, this make and model), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N557T
Model/Series:	B55 B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	620
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 10, 1992 Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:	15 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4285 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-470-L
Registered Owner:	SITTIG, DARYL	Rated Power:	260 Horsepower
Operator:	J. F. AVIATION	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ARR ,706 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	19:45 Local	Direction from Accident Site:	315°
Lowest Cloud Condition:	Scattered / 3300 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:15 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	JOLIET PARK DISTRICT JOT	Runway Surface Type:	Asphalt
Airport Elevation:	582 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	2970 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	41.520133,-88.120414(est)

Administrative Information

Investigator In Charge (IIC):	La belle, James
Additional Participating Persons:	GEORGE BEAN; WEST CHICAGO , IL
Original Publish Date:	June 30, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=15315

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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](#).