



Aviation Investigation Final Report

Location:	FT. MYERS, Florida	Accident Number:	MIA86LA079
Date & Time:	February 15, 1986, 18:33 Local	Registration:	N163Q
Aircraft:	BEECH 55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT HE HAD EXPERIENCED AN ELECTRICAL FAILURE & BECAUSE IT WAS GETTING DARK, HE COULD NOT SEE THE MECHANICAL LANDING GEAR POSITION INDICATOR. HE SAID THAT HE PERFORMED A 'GUMP' CHECK & VERIFIED THAT THE GEAR HANDLE WAS IN THE DOWN POSITION, BUT THE GEAR POSITION LIGHTS WERE OUT. THE PLT STATED THAT THE GEAR WARNING HORN DID NOT SOUND & A GEAR-UP LANDING WAS PERFORMED. A POST ACCIDENT EXAM REVEALED THAT THE BATTERY WAS DEAD & THE RADIO, LIGHTS, TRANSPONDER & ROTATING BEACON SWITCHES WERE IN THE ON POSITION. BOTH GENERATOR SWITCHES WERE IN THE OFF POSITION. AFTER THE BATTERY WAS CHARGED, ALL SYSTEMS AND LIGHTS WORKED NORMALLY, THE PLT SAID HE DID NOT CONNECT THE ELECTRICAL PROBLEM WITH THE LANDING GEAR. HE STATED THAT THE ACCIDENT COULD HAVE BEEN AVOIDED IF HE HAD VERIFIED THE GEAR POSITION BY THE MECHANICAL GEAR POSITION INDICATOR WITH HIS FLASHLIGHT.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) ELECTRICAL SYSTEM,BATTERY - EXHAUSTION
2. (F) ELECTRICAL SYSTEM,GENERATOR - SWITCHED OFF
3. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
4. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
5. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 1, 1986
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1195 hours (Total, all aircraft), 210 hours (Total, this make and model), 1120 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N163Q
Model/Series:	55 55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-671
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 15, 1985 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	25 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3500 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470-L
Registered Owner:	FELIX T. BRITAIN	Rated Power:	260 Horsepower
Operator:		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:	Dusk
Observation Facility, Elevation:	FMY ,18 ft msl	Distance from Accident Site:	
Observation Time:	17:51 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PT OF THE ISLE , FL (X00)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	FT. MYERS FMY	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	4998 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	26.560815,-81.869461(est)

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons: BEVERLY MORTON; CLEARWATER , FL
WILLIAM WILT; CLEARWATER , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31577>

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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](#).