



Aviation Investigation Final Report

Location:	GRIFFIN, Georgia	Accident Number:	MIA97LA171
Date & Time:	May 21, 1997, 12:28 Local	Registration:	N1174T
Aircraft:	Beech E55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

A witness to the accident observed the airplane land gear up. The pilot stated that he was making a full stop landing and failed to extend the landing gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to extend the landing gear, which resulted in a wheels up landing.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On May 21, 1997, about 1228 eastern daylight time, a Beech E-55, N1174T, registered to Southeastern Air Charters, Inc., while on a 14 CFR Part 91 positioning flight, crashed while landing at Griffin-Spalding County Airport, Griffin, Georgia. Visual meteorological conditions prevailed and no flight plan was filed. The airplane sustained substantial damage. The airline transport pilot reported no injuries. The flight originated from Macon, Georgia, about 20 minutes before the accident.

A witness to the accident observed the airplane land gear up. The pilot stated that he failed to extend the landing gear. The aircraft traveled down the center of runway 32 about 1,000 feet before coming to a stop.

Pilot Information

Certificate:	Airline transport	Age:	54, 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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 13, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	17000 hours (Total, all aircraft), 1164 hours (Total, this make and model), 14500 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N1174T
Model/Series:	E55 E55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TE1056
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 6, 1997 100 hour	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:	36 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4402 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	SOUTHEASTERN AIR CHARTER, INC.	Rated Power:	285 Horsepower
Operator:	BOBBY W. MORROW	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	MFJA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MCN ,354 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MACON , GA (MCN)	Type of Flight Plan Filed:	None
Destination:	(6A2)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	GRIFFIN-SPALDING COUNTY 6A2	Runway Surface Type:	Asphalt
Airport Elevation:	958 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3300 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.28952,-84.27909(est)

Administrative Information

Investigator In Charge (IIC):	Martinez, Ana
Additional Participating Persons:	GEORGE T BUSH; COLLEGE PARK , GA
Original Publish Date:	October 31, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=38286

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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](#).