



Aviation Investigation Final Report

Location:	Chesterfield, Missouri	Accident Number:	CHI05CA010
Date & Time:	October 19, 2004, 16:50 Local	Registration:	N558B
Aircraft:	Beech B-55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The rental airplane received substantial damage when the nose wheel impacted the runway during landing. The pilot stated the airplane was about 10 feet above the runway when he became distracted from dropping his instrument approach charts.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The diverted attention and the inadequate flare by the pilot during landing.

Findings

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

Findings

1. (C) FLARE - INADEQUATE - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND

Factual Information

On October 19, 2004, at 1650 central daylight time, a Beech 55, N558B, operated by Skyline Aeronautics, LLC, as a rental airplane, received substantial damage when it impacted the runway during a bounced landing on runway 26L (7,485 feet by 150 feet) at Spirit of St. Louis Airport, Chesterfield, Missouri. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 business flight was operating on an instrument rules flight plan. The pilot was uninjured. The flight departed from Colonel James Jabara Airport, Wichita, Kansas, at 1500 central daylight time, and was en route to Spirit of St. Louis Airport, Chesterfield, Missouri.

The pilot stated that following an instrument landing system approach to runway 26L, he was distracted when he dropped his approach plates while the airplane was about 10 feet above the runway. The airplane nose wheel then impacted the runway, and the airplane bounced.

Inspection of the accident site by a Federal Aviation Administration inspector revealed the presence of airplane tire debris from the runway and along the taxiway leading to the fixed base operator from where the pilot rented the airplane. The inspector estimated the taxi distance from the runway to the fixed base operator to be about 2 miles.

Pilot Information

Certificate:	Commercial; Private	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	May 24, 2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1950 hours (Total, all aircraft), 167 hours (Total, this make and model), 45 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N558B
Model/Series:	B-55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2341
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-470
Registered Owner:	Aero Associates Group, LLC	Rated Power:	
Operator:	Skyline Aeronautics, LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Wichita, KS (AAO)	Type of Flight Plan Filed:	IFR
Destination:	Chesterfield, MO (SUS)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	38.662223,-90.651947

Administrative Information

Investigator In Charge (IIC): Gallo, Mitchell

Additional Participating Persons:

Original Publish Date: January 24, 2005

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=60580>

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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](#).