



Aviation Investigation Final Report

Location:	Fort Pierce, Florida	Accident Number:	MIA05CA034
Date & Time:	November 7, 2004, 13:00 Local	Registration:	N4545M
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that on final approach to runway 9 with full flaps extended, during the flare he noticed the airplane was "low" and looked and noted he did not have 3 green lights indicating all gears were down and locked. He reached for the landing gear selector handle but at that time the airplane contacted the ground; he did not move the landing gear selector handle to the down position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to follow the checklist and extend the landing gear during landing resulting in a gear-up landing.

Findings

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

Findings

1. (C) CHECKLIST - NOT COMPLIED WITH - PILOT IN COMMAND
2. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On November 7, 2004, about 1300 eastern standard time, a Beech 58, N4545M, registered to Conley Bros, Inc., was landed gear-up at Aero Acres Airport, Fort Pierce, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 personal flight from Okeechobee County Airport, Okeechobee, Florida, to the Aero Acres Airport, Fort Pierce, Florida. The airplane was substantially damaged and the private-rated pilot and one passenger were not injured. The flight originated about 1245, from the Okeechobee County Airport.

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Pilot Information

Certificate:	Private	Age:	68, 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:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	August 12, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1890 hours (Total, all aircraft), 840 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N4545M
Model/Series:	58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-914
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:	Teledyne Continental
ELT:		Engine Model/Series:	IO-550-C3F
Registered Owner:	Conley Bros, Inc.	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	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:	Okeechobee, FL (KOB)	Type of Flight Plan Filed:	None
Destination:	Fort Pierce, FL (FD88)	Type of Clearance:	None
Departure Time:	12:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Aero Acres Airport FD88	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	9	IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	27.341943,-80.521942

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

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=60606>

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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](#).