



Aviation Investigation Final Report

Location:	GREENVILLE, South Carolina	Accident Number:	ATL87LA129
Date & Time:	April 28, 1987, 23:18 Local	Registration:	N3240Y
Aircraft:	BEECH 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT LANDED WITH THE LANDING GEAR IN THE UP POSITION WHEN THE PILOT INADVERTENTLY FAILED TO EXTEND THE GEAR. HE HAD DISARMED THE LANDING GEAR WARNING SYSTEM BY PULLING THE SYSTEM CIRCUIT BREAKER BECAUSE IT WAS ACTIVATING AT NORMAL POWER SETTINGS. HE INADVERTENTLY FAILED TO RESET THE GEAR WARNING CIRCUIT BREAKER BEFORE LANDING AND RECEIVED NO WARNING THAT HE WAS LANDING WITH THE GEAR UP.

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. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - NOT ENGAGED
2. (C) GEAR EXTENSION - NOT USED - PILOT IN COMMAND
3. (C) LANDING GEAR,GEAR WARNING SYSTEM - DISCONNECTED
4. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

5. (F) JUDGMENT - POOR - PILOT IN COMMAND
6. (C) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	44, 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:	October 31, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4090 hours (Total, all aircraft), 170 hours (Total, this make and model), 4000 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N3240Y
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC2322
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5000 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1100 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO470L
Registered Owner:	ROLAND PUGH CONSTRUCTION, INC.	Rated Power:	260 Horsepower
Operator:	RONALD S. MC GRATH	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:	Night/dark
Observation Facility, Elevation:	GSP ,972 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	22:50 Local	Direction from Accident Site:	60°
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15°C / -4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SPARTANBURG , SC (SPA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	23:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	GREENVILLE DOWNTOWN GMU	Runway Surface Type:	Asphalt
Airport Elevation:	1048 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5393 ft / 150 ft	VFR Approach/Landing:	Full stop;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:	

Administrative Information

Investigator In Charge (IIC):	Coleman, Ben
Additional Participating Persons:	L. P SHEARER; COLUMBIA , SC
Original Publish Date:	May 2, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=7421

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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](#).