



Aviation Investigation Final Report

Location:	GREENVILLE, South Carolina	Accident Number:	ATL87LA131
Date & Time:	April 27, 1987, 14:20 Local	Registration:	N5824S
Aircraft:	BEECH 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PLT REPORTED HE FORGOT TO PUT THE LDG GEAR DOWN. HE STATED THAT HE WAS PRACTICING A SHORT FIELD LDG WITH THE POWER SET AT ABOUT 15 IN. HG MAP. HE NOTED THAT THE GEAR WARNING SYSTEM DOES NOT FUNCTION UNLESS THE POWER IS AT 12 IN. HG MAP OR BELOW. THE PLT EXPRESSED THE OPINION THAT THE ACCIDENT COULD HAVE BEEN PREVENTED IF HE HAD PERFORMED A 'GUMP' (GAS, UNDERCARRIAGE, MIXTURE, PROPS) CHECK PRIOR TO LDG.

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) CHECKLIST - NOT USED - PILOT IN COMMAND
2. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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--w/ waivers/lim	Last FAA Medical Exam:	November 1, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	13000 hours (Total, all aircraft), 3000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N5824S
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC832
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 5, 1987 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	40 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5000 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	I0-470 L
Registered Owner:	WILLIAM F. SHERMAN JR.	Rated Power:	260 Horsepower
Operator:	WILLIAM F. SHERMAN	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:	Day
Observation Facility, Elevation:	GSP ,972 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	13:50 Local	Direction from Accident Site:	43°
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MILLEDGEVILLE , GA (MLJ)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	DONALDSON CENTER 7A1	Runway Surface Type:	Concrete
Airport Elevation:	956 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	

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):	Strickland, Scott
Additional Participating Persons:	L P SHEARER; WEST COLUMBIA , SC THOMAS C MAHONY; WEST COLUMBIA , SC
Original Publish Date:	July 5, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=7422

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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](#).