



# Aviation Investigation Final Report

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<b>Location:</b>	SPARTANBURG, South Carolina	<b>Accident Number:</b>	ATL87LA133
<b>Date &amp; Time:</b>	May 6, 1987, 14:00 Local	<b>Registration:</b>	N713DM
<b>Aircraft:</b>	BEECH E-55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE PLT REPORTED THAT HE LOWERED THE LDG GEAR AND OBSERVED A DOWN-AND-LOCKED INDICATION ON THE LDG GEAR POSITION LIGHT ON FINAL APPCH. DURING ROLLOUT, HE FELT A SEVERE VIBRATION IN THE NOSE GEAR AND PULLED BACK ON THE YOKE IN AN ATTEMPT TO REDUCE IT. HE THEN APPLIED THE BRAKES AND THE NOSE GEAR COLLAPSED. AS THE ACFT SLID TO A STOP, THE RT MAIN GEAR COLLAPSED. SMOKE BEGAN TO FILL THE COCKPIT AND THE PLT EXITED THE ACFT THROUGH THE EMERGENCY EXIT. RESCUE PERSONNEL REPORTED FINDING THE ACFT RESTING GEAR-UP ON THE RWY WHEN THEY RESPONDED TO THE ACCIDENT. AN A&P MECHANIC ON-SCENE ASSISTED IN EXTINGUISHING A FIRE THAT HAD BROKEN OUT, AND ENTERED THE ACFT AFTERWARD. HE REPORTED FINDING THE GEAR SELECTOR LEVER IN THE 'UP' POSITION. HE NOTED THAT THE FLAP SELECTOR WAS IN THE 'DOWN' POSITION. POST-CRASH EXAM OF THE ACFT BY THE FAA REVEALED NO EVIDENCE OF PRE-EXISTING MALFUNCTION OR MECH FAILURE IN THE LDG GEAR DOWN-LOCK SYSTEM. THE INBD MLG DOORS WERE OBSERVED TO BE PARTIALLY GROUND AWAY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. (C) GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 5, 1987
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1940 hours (Total, all aircraft), 124 hours (Total, this make and model), 1817 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N713DM
<b>Model/Series:</b>	E-55 E-55	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TE-889
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	5300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3750 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-C
<b>Registered Owner:</b>	TELLEAMERICA CORP.	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	CHRIS SHURBURTT	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GSP ,972 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GREER , SC (GSP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:38 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	SPARTANBURG DOWNTOWN MEM. SPA	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	808 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5203 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Strickland, Scott
<b>Additional Participating Persons:</b>	THOMAS C MOHONY; W. COLUMBIA , SC
<b>Original Publish Date:</b>	May 2, 1988
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=7423">https://data.nts.gov/Docket?ProjectID=7423</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).