



# Aviation Investigation Final Report

<b>Location:</b>	St. Petersburg, Florida	<b>Accident Number:</b>	ERA19TA129
<b>Date &amp; Time:</b>	March 13, 2019, 16:17 Local	<b>Registration:</b>	N15VK
<b>Aircraft:</b>	Beech E55	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot stated that he became distracted and did not extend the landing gear before landing at the airport. The airplane slid on the runway, which resulted in substantial damage to the left wing's rear spar. Although the airplane was equipped with a gear warning horn, both the pilot and the passenger said the horn did not sound. The gear warning horn had been functionally checked during the last annual inspection and was also tested after the accident with no anomalies noted; thus, the investigation could not determine why the pilot and passenger were unable to hear the horn.

## Probable Cause and Findings

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

The pilot's failure to extend the landing gear, which resulted in a gear-up landing.

## Findings

<b>Aircraft</b>	Main landing gear - Not used/operated
<b>Personnel issues</b>	Forgotten action/omission - Pilot
<b>Aircraft</b>	Gear position and warning - Inoperative



## Factual Information

### History of Flight

#### Landing-landing roll

Landing gear not configured (Defining event)

On March 13, 2019, at 1617 eastern daylight time, a Beech E55, N15VK, sustained substantial damage during a gear-up landing at the Albert Whitted Airport (SPG), St. Petersburg, Florida. The commercial pilot and the passenger were not injured. The airplane was registered to and operated by the pilot under the provisions of Title 14 *Code of Federal Regulations* Part 91. Visual meteorological conditions prevailed, and no flight plan was filed for the personal flight that departed Lakeland Linder International Airport (LAL) Lakeland, Florida, at 1515.

The pilot stated that became distracted and did not extend the landing gear before landing. The airplane slid on the runway resulting in substantial damage to the left wing's rear spar. The propellers and flaps were also damaged.

According the airplane's Pilot Operating Handbook (POH), page 6-10, "If either or both throttles are retarded below an engine setting sufficient to sustain flight with the landing gear retracted, a warning horn will sound intermittently." The airplane was equipped with a gear warning horn; however, both the pilot and the passenger said the horn did not sound. The horn was functionally checked during the last annual inspection with no deficiencies noted. The horn was also tested after the accident and it worked as designed.

The pilot held a commercial pilot certificate with ratings for airplane single-engine land and sea, multi-engine land, and instrument airplane. He also held a certified flight instructor certificate with a rating for airplane single-engine land. The pilot's last Federal Aviation Administration (FAA) third-class medical certificate was issued on February 11, 2019. He reported a total of 3,706 hours, of which, 1,217 hours were in multi-engine aircraft.

Weather reported at SPG at 1653 included wind from 090° at 11 knots, visibility 10 miles, and clear skies.

## Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor; Private	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 11, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 18, 2018
<b>Flight Time:</b>	3706 hours (Total, all aircraft), 590 hours (Total, this make and model), 3504 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N15VK
<b>Model/Series:</b>	E55 UNDESIGNAT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1970	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TE-805
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	September 1, 2018 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>	3996.6 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental Motors
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-520-C7B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SPG,6 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	16:53 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.06 inches Hg	<b>Temperature/Dew Point:</b>	27°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lakeland, FL (LAL )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	St. Petersburg, FL (SPG )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	15:15 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Albert Whitted SPG	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2864 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	27,-82(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Read, Leah
<b>Additional Participating Persons:</b>	Scott Olson; FAA/FSDO; Tampa, FL
<b>Original Publish Date:</b>	December 3, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=99116">https://data.ntsb.gov/Docket?ProjectID=99116</a>

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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](#).