



National Transportation Safety Board Aviation Accident Final Report

Location:	BUNNELL, FL	Accident Number:	MIA86LA223
Date & Time:	08/01/1986, 2200 EDT	Registration:	N57UT
Aircraft:	BEECH J35	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT STATED THAT HE BECAME DISTRACTED & FORGOT TO PUT THE LANDING GEAR DOWN. HE ALSO STATED THAT THE LANDING GEAR WARNING HORN WAS INOPERATIVE. POST CRASH EXAMINATION REVEALED THAT THE LANDING GEAR WARNING HORN MICROSWITCH WAS OUT OF ADJUSTMENT.

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. (F) LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE
2. (C) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	53, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/01/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	464 hours (Total, all aircraft), 107 hours (Total, this make and model), 464 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N57UT
Model/Series:	J35 J35	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	D-5495
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	11/01/1985, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2650 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	I0-470-C
Registered Owner:	FRED THELLMAN	Rated Power:	250 hp
Operator:	FRED THELLMAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	DAB, 35 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	2153 EDT	Direction from Accident Site:	153°
Lowest Cloud Condition:	Scattered / 30000 ft agl	Visibility	6 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 24° C
Precipitation and Obscuration:			
Departure Point:	DAYTONA BEACH, FL (DAB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2130 EDT	Type of Airspace:	Class G

Airport Information

Airport:	FLAGLER COUNTY (X47)	Runway Surface Type:	Asphalt
Airport Elevation:	34 ft	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	5000 ft / 200 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JORGE A PRELLEZO	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).