



National Transportation Safety Board Aviation Incident Final Report

Location:	ALMA, GA	Incident Number:	ATL85LA202
Date & Time:	07/01/1985, 1450 EDT	Registration:	N1793W
Aircraft:	BEECH 95-B55	Aircraft Damage:	Minor
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ACFT WAS LNDD WITH THE GEAR RETRACTED DURING, PRACTICE TOUCH & GO LANDINGS. THE PLT WAS A FAA FLIGHT TEST ENGINEER. THE PLT STATED THAT THE GEAR COLLAPSED ON TOUCHDOWN; HOWEVER, EXAMINATION OF THE LANDING GEAR SYSTEM FAILED TO REVEAL A SYSTEM MALFUNCTION.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - RUNWAY
2. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-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 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/03/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	8500 hours (Total, all aircraft), 75 hours (Total, this make and model), 6000 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1793W
Model/Series:	95-B55 95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TC-1504
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	03/10/1985, Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	30 Hours	Engines:	2 Reciprocating
Airframe Total Time:	2439 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	I0-470 L
Registered Owner:		Rated Power:	260 hp
Operator:	BRANDY M. HOLDER	Operating Certificate(s) Held:	None
Operator Does Business As:	HOLDER AIRCRAFT LEASING	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AMG, 201 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1550 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 21° C
Precipitation and Obscuration:			
Departure Point:	DAYTONA BEACH, FL (DAB)	Type of Flight Plan Filed:	None
Destination:	JONESBORO, GA (9A7)	Type of Clearance:	None
Departure Time:	1330 EDT	Type of Airspace:	Class G

Airport Information

Airport:	BACON CO (AMG)	Runway Surface Type:	Asphalt
Airport Elevation:	201 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS D HENDERSON	Report Date:	
Additional Participating Persons:	FRAN DEJOSEPH; ATLANTA, GA		
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](#).