



Aviation Investigation Final Report

Location:	Gainesville, Florida	Accident Number:	GAA19CA046
Date & Time:	October 31, 2018, 18:00 Local	Registration:	N5YB
Aircraft:	Beech 55	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot of the retractable landing gear-equipped airplane reported that, during the landing roll, he inadvertently moved the landing gear position handle to the "up" position. He immediately recognized his error and moved the handle back to the "down" position. Subsequently, he saw the left wing settle slightly, so he added power and performed a go-around. Once airborne, he asked the tower controllers to observe the landing gear, and they confirmed that the left main landing gear was "canted inward" and did not appear to be down and locked.

The pilot stated that, during the second landing, he placed the gear handle in the "down" position and saw the gear indicator lights were showing "down and locked." However, during the landing roll, the left wing settled onto the runway.

The airplane sustained substantial damage to the left aileron.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's inadvertent landing gear retraction during the landing roll, which resulted in a canted left main landing gear and the wing dragging during the subsequent landing following a go-around.

Findings

Aircraft	Gear extension and retract sys - Incorrect use/operation
Personnel issues	Incorrect action performance - Pilot

Factual Information

History of Flight

Landing-landing roll	Landing gear not configured (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Dragged wing/rotor/float/other

Pilot Information

Certificate:	Private	Age:	55,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 7, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 15, 2017
Flight Time:	(Estimated) 4500 hours (Total, all aircraft), 220 hours (Total, this make and model), 4500 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N5YB
Model/Series:	55 95B55	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-952
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 15, 2018 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	5000 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-E
Registered Owner:		Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGNV, 123 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:53 Local	Direction from Accident Site:	298°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	27°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Miami, FL (TMB)	Type of Flight Plan Filed:	IFR
Destination:	Gainesville, FL (GNV)	Type of Clearance:	IFR
Departure Time:	16:15 Local	Type of Airspace:	Class D

Airport Information

Airport:	GAINESVILLE RGNL GNV	Runway Surface Type:	Asphalt
Airport Elevation:	151 ft msl	Runway Surface Condition:	Dry
Runway Used:	07	IFR Approach:	Visual
Runway Length/Width:	4158 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	29.69,-82.271667(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Joseph W Gramzinski; FAA; Orlando, FL
Original Publish Date:	June 5, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98584

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](#).