



Aviation Investigation Final Report

Location:	St. Petersburg, Florida	Accident Number:	ERA19TA129
Date & Time:	March 13, 2019, 16:17 Local	Registration:	N15VK
Aircraft:	Beech E55	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

Landing-landing roll	Landing gear not configured (Defining event)
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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

Certificate:	Commercial; Flight instructor; Private	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 11, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 18, 2018
Flight Time:	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

Aircraft Make:	Beech	Registration:	N15VK
Model/Series:	E55 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1970	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TE-805
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 1, 2018 Annual	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3996.6 Hrs as of last inspection	Engine Manufacturer:	Continental Motors
ELT:	C126 installed, not activated	Engine Model/Series:	IO-520-C7B
Registered Owner:		Rated Power:	285 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:	SPG,6 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	27°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeland, FL (LAL)	Type of Flight Plan Filed:	None
Destination:	St. Petersburg, FL (SPG)	Type of Clearance:	VFR
Departure Time:	15:15 Local	Type of Airspace:	Class D

Airport Information

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

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:	27,-82(est)

Administrative Information

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

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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](#).