

Orlando Sanford International Airport

Aircraft Emergency Report

DATE: 07/19/19 TIME: 1216 WEATHER CONDITIONS: Clear / 92 Deg F

ALERT: ☐ I ☐ II ☒ III ☐ IV NATURE OF THE ALERT: Gear collapse / fire

TYPE OF AIRCRAFT: Beechcraft Baron BE55 SOULS ON BOARD: 1

REGISTRATION #: N386O ESTIMATED FUEL ON BOARD: 137 Gallons

PILOT'S NAME: Robin Neilsen PILOT'S LICENSE #: [REDACTED]

ADDRESS: [REDACTED] DATE OF BIRTH: 28 JUN 1960

DATE OF ISSUANCE: 01 MAR 2013

RUNWAY USED: 9R RWY/TWY CLSD FROM: 1216 TO

CALLED FSDO [REDACTED]: 1231

CALLED NTSB [REDACTED]: By FSDO

AIRLINE OPERATOR: Private

DESCRIBE IN DETAIL, POSITION OF A/C, DEBRIS, ETC:

Aircraft came to a stop approximately 2400 feet from the approach end of runway 9R facing east. Aircraft caught fire on the left side. ARFF on site spraying foam when I arrived and aircraft was still leaking fuel after the fire was put out.

DESCRIBE CLEARING OF RWY/ TWY, SUCH AS MANPOWER, EQUIPMENT, REMOVAL

HAZ MAT, ECT:

Tow truck. IMS hazmat crew.

DESCRIBE ANY INJURIES, FATALITIES, ETC. INCLUDE NAME, AGE, SEX PILOT AND/OR

PASSENGER:

None. The pilot exited the aircraft and ran to safety unharmed.

DAMAGE TO RWY / TWY, LIGHTS, SIGNS, NAVAIDS, ECT:

Large amount of fuel leaked onto the runway which was removed by IMS.

POST EMERGENCY INSPECTION DONE AT: 1755

RWY BACK IN SERVICE: 2145

ALERT CANCELLED: 1717

EXPLAIN ANY AND ALL DETAILS OF INCIDENT/ACCIDENT AND /OR DRAW A SIMPLE PICTURE RWYS, TWY, POSITION OF A/C, DIRECTION OF TRAVEL, ECT:

The pilot stated he had a good landing gear indication before landing and was surprised when he heard the left propeller strike the pavement. He pulled back on the yoke to ease the aircraft down. The aircraft caught fire on the left side and the pilot exited the aircraft and ran to safety. Called FSDO and spoke with Steve Moore and Leah Read with the NTSB. The aircraft was lifted by a tow truck so the gear could be extended and locked, then it was towed to the pilot's hangar on the Southeast Ramp (hangar #4241). IMS responded and removed the fuel and oil on the runway pavement. The area was then sprayed with water by ARFF. I reviewed camera footage from an airport security camera and it appeared the gear were still up just before landing.

Dave Hazel (Ops3)

 Dave Hazel
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