



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | BROWNWOOD, Texas                     | <b>Accident Number:</b> | FTW96LA336  |
| <b>Date &amp; Time:</b>        | August 4, 1996, 10:30 Local          | <b>Registration:</b>    | N142P       |
| <b>Aircraft:</b>               | Beech E-55                           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The pilot reported that he was concentrating on practicing a 'close/precise pattern.' The pilot did not look at the landing gear and flap levers, and he inadvertently added an extra notch of flaps instead of extending the landing gear during the base leg of the traffic pattern. The pilot also reported that the landing gear warning horn did not sound. Both propellers, the belly of the airplane, and structural formers were bent in the wheels up landing.

## 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. Factors were the pilot's failure to use a checklist, his diverted attention, and the landing gear warning horn not sounding.

## Findings

Occurrence #1: WHEELS UP LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) CHECKLIST - NOT USED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
4. (F) LANDING GEAR, GEAR WARNING SYSTEM - INOPERATIVE



## Factual Information

On August 4, 1996, at 1030 central daylight time, a Beech E-55, N142P, owned and operated by a private owner, was substantially damaged during a wheels up landing near Brownwood, Texas. The private pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed for the Title 14 CFR Part 91 personal flight. A flight plan was not filed for the cross country flight that originated near Del Rio, Texas, at 0900.

The pilot reported that he was flying in the traffic pattern at Brownwood Airport concentrating on practicing a "close/precise pattern." The pilot did not look at the landing gear and flap levers, and he inadvertently added an extra notch of flaps instead of extending the landing gear during the base leg of the traffic pattern. The pilot also reported that the landing gear warning horn did not sound. Both propellers, the belly of the airplane, and structural formers were bent.

### Pilot Information

|                                  |  |  |                 |
|----------------------------------|--|--|-----------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 53, Male        |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land  | <b>Seat Occupied:</b>                    | Left            |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                 |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | No              |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No              |
| <b>Medical Certification:</b>    | Class 3 Valid Medical--no waivers/lim.   | <b>Last FAA Medical Exam:</b>            | January 9, 1996 |
| <b>Occupational Pilot:</b>       | UNK  | <b>Last Flight Review or Equivalent:</b> |                 |
| <b>Flight Time:</b>              | 3028 hours (Total, all aircraft), 180 hours (Total, this make and model), 3028 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |                 |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Beech                    | <b>Registration:</b>                  | N142P           |
| <b>Model/Series:</b>                 | E-55 E-55                | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | TE-1178         |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle   | <b>Seats:</b>                         | 0               |
| <b>Date/Type of Last Inspection:</b> | August 8, 1995 Annual    | <b>Certified Max Gross Wt.:</b>       | 5300 lbs        |
| <b>Time Since Last Inspection:</b>   | 150 Hrs                  | <b>Engines:</b>                       | 2 Reciprocating |
| <b>Airframe Total Time:</b>          | 3856 Hrs                 | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | IO-520-CB8      |
| <b>Registered Owner:</b>             | BRASWELL S. LOCKER, JR   | <b>Rated Power:</b>                   | 285 Horsepower  |
| <b>Operator:</b>                     |                          | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                          | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |          |
|---|----------------------------------|---|----------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day      |
| <b>Observation Facility, Elevation:</b> |                                  | <b>Distance from Accident Site:</b>         |          |
| <b>Observation Time:</b>                |                                  | <b>Direction from Accident Site:</b>        |          |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 20 miles |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |          |
| <b>Wind Speed/Gusts:</b>                | 17 knots / 25 knots              | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 170°                             | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               | 32°C     |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |          |
| <b>Departure Point:</b>                 | DEL RIO , TX (DRT )              | <b>Type of Flight Plan Filed:</b>           | None     |
| <b>Destination:</b>                     | (BWD )                           | <b>Type of Clearance:</b>                   | None     |
| <b>Departure Time:</b>                  | 09:00 Local                      | <b>Type of Airspace:</b>                    | Class G  |

## Airport Information

|                             |                  |                                  |           |
|-----------------------------|------------------|----------------------------------|-----------|
| <b>Airport:</b>             | BROWNWOOD BWD    | <b>Runway Surface Type:</b>      | Asphalt   |
| <b>Airport Elevation:</b>   | 1380 ft msl      | <b>Runway Surface Condition:</b> | Dry       |
| <b>Runway Used:</b>         | 17               | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> | 5598 ft / 150 ft | <b>VFR Approach/Landing:</b>     | Full stop |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 31.720155,-98.96981 (est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Gamble, William   |
| <b>Additional Participating Persons:</b> | KENNETH D ROBINSON; FORT WORTH , TX   |
| <b>Original Publish Date:</b>            | February 18, 1997   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=19937">https://data.ntsb.gov/Docket?ProjectID=19937</a> |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).