



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | FRANKLIN, California | Accident Number: | LAX83LA321 |
| Date & Time: | July 1, 1983, 11:50 Local | Registration: | N1494G |
| Aircraft: | BEECH 95-A55 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

THE ACFT LANDED WHEELS-UP DURING A TRAINING FLT. THE CFI WAS SIMULATING A SINGLE-ENGINE LANDING. THE CFI SAID HE AND THESTUDENT WERE ENGROSSED IN CONVERSATION AND FORGOT TO LOWER THE LANDING GEAR PRIOR TO LANDING. THE WARNING HORN DID NOT SOUND UNTIL JUST BEFORE TOUCHDOWN BECAUSE OF THE POWER-ON LANDING (12 INCHES HG SIMULATED ZERO THRUST ON THE DEAD ENGINE).

Probable Cause and Findings

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

Findings

Occurrence #1: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WHEELS UP LANDING - INADVERTENT - DUAL STUDENT
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. (C) CHECKLIST - NOT ATTAINED - DUAL STUDENT
5. (F) EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------|
| Certificate: | Commercial | Age: | 73, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea | Seat Occupied: | Right |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | April 12, 1983 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 36185 hours (Total, all aircraft), 70 hours (Total, this make and model), 35784 hours (Pilot In Command, all aircraft), 99 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | BEECH | Registration: | N1494G |
| Model/Series: | 95-A55 95-A55 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | TC 262 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | |
| Date/Type of Last Inspection: | May 3, 1983 Annual | Certified Max Gross Wt.: | 4880 lbs |
| Time Since Last Inspection: | 25 Hrs | Engines: | 2 Reciprocating |
| Airframe Total Time: | 194 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | | Engine Model/Series: | IO-470-L |
| Registered Owner: | GENERAL AIR SERVICE, INC | Rated Power: | 260 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|----------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 15 miles |
| Lowest Ceiling: | Unknown / 2000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 210° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | CONCORD , CA (CCR) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------|----------------------------------|---------|
| Airport: | Q53 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 821 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 18 | IFR Approach: | |
| Runway Length/Width: | 3300 ft | VFR Approach/Landing: | |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 38.550369,-122.149406(est) |

Administrative Information

Investigator In Charge (IIC): Schutte, Audrey

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=23777>

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](#).