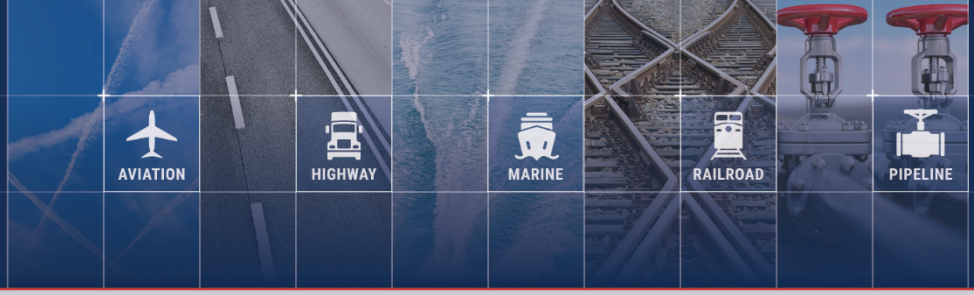

Aviation Investigation Final Report

Location:	JACKSON, California	**Accident Number:**	LAX96LA047
Date & Time:	November 17, 1995, 12:30 Local	**Registration:**	N100AV
Aircraft:	BEECH D-50	**Aircraft Damage:**	Destroyed
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

Two witnesses reported observing the aircraft approach and land with the landing gear retracted. The pilot acknowledged that he forgot to extend the landing gear. He reported that the landing gear warning horn sounded when he retarded engine power in the landing flare but that there was insufficient time to increase power before the propellers contacted the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot-in-command to follow the pre-landing checklist which resulted in his failure to extend the landing gear and an inadvertent wheels-up landing.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING

Findings
1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

On November 17, 1995, at 1230 hours Pacific standard time, a Beech D-50, N100AV, landed gear up on runway 19 at Westover Field Amador County Airport, Jackson, California. The aircraft was destroyed by fire after coming to rest; however, the pilot and one passenger were uninjured. The flight originated at the pilot's private airstrip at Herald, California, at 1200 and no flight plan was filed. Visual meteorological conditions prevailed for the personal flight.

Inspectors from the FAA Sacramento Flight Standards District Office interviewed two witnesses who observed the aircraft approach and land with the landing gear retracted. Propeller strike marks were identified on the runway leading to scrape marks where the aircraft departed the runway. The aircraft came to rest approximately at midfield on the 3,400-foot-long runway, 80 feet left (east) of the runway and heading north.

The pilot subsequently acknowledged to the FAA personnel that he failed to extend the landing gear for landing. He reported that he carried substantial engine power on the landing approach until on short final. When he retarded the throttles the landing gear warning horn sounded but there wasn't time to bring the power back up before the propellers contacted the runway. The pilot then retarded power again and completed the landing gear-up.

Pilot Information

Certificate:	Private	**Age:**	32,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	December 15, 1993
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	308 hours (Total, all aircraft), 78 hours (Total, this make and model), 139 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	**Registration:**	N100AV
Model/Series:	D-50 D-50	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	DH-107
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	February 15, 1995 Annual	**Certified Max Gross Wt.:**	6300 lbs
Time Since Last Inspection:	100 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	3500 Hrs	**Engine Manufacturer:**	LYCOMING
ELT:	Installed	**Engine Model/Series:**	GO-480
Registered Owner:	KENT W. RAVERTY	**Rated Power:**	295 Horsepower
Operator:		**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	SAC ,217 ft msl	**Distance from Accident Site:**	34 Nautical Miles
Observation Time:	11:49 Local	**Direction from Accident Site:**	267°
Lowest Cloud Condition:	Scattered / 20000 ft AGL	**Visibility**	7 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	200°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	22°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HERALD , CA	**Type of Flight Plan Filed:**	None
Destination:	(O70)	**Type of Clearance:**	None
Departure Time:	12:00 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	WESTOVER FIELD, AMADOR CO O70	**Runway Surface Type:**	Asphalt
Airport Elevation:	1694 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	19	**IFR Approach:**	None
Runway Length/Width:	3400 ft / 60 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Destroyed
Passenger Injuries:	1 None	**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	38.350116,-120.769172(est)

Administrative Information

Investigator In Charge (IIC):	Parker, Richard
Additional Participating Persons:	RICHARD D NIELSON; SACRAMENTO , CA
Original Publish Date:	April 18, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=29337