Aviation Investigation Final Report

Location:	VAN NUYS, California	**Accident Number:**	LAX99LA219
Date & Time:	June 5, 1999, 12:25 Local	**Registration:**	N126GL
Aircraft:	Beech A-36	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot had gone to another airport to practice takeoffs and landings and test the mode C transponder. After departure from the airport, he noted the navigational equipment was not functioning properly. On approach to the accident airport he noted that he was not receiving radio calls from the tower. He lowered the landing gear, obtained a three green light indication from the landing gear, and then lost electrical power. He believed that the landing gear was in the down and locked position due to the three green light indication prior to loss of electrical power, but did not verify it with the emergency gear down extension procedure published in the Pilot's Operating Handbook. Upon entering the airport environment, he received a green light indication from the tower for landing. On the landing rollout the gear collapsed. Tower personnel reported that the airplane entered the traffic pattern with no radio communication. When they did not receive a response from the pilot, they cleared him to land via a green light signal. Tower personnel did note that they saw the landing gear down, but could not tell if it was in the locked position. The battery and alternator were inspected. The battery was found to have a 6-volt charge. The alternator circuit breaker had not been tripped inside the cockpit, and when it was tested no discrepancies were noted. The pilot stated that after engine start from the battery, the alternator switch has to be manually turned on. He did not recall turning the alternator to the on position after engine startup.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot to verify that the alternator was activated after engine start, subsequently resulting in a total electrical failure; and his inadequate emergency procedures for manual extension of the landing gear following the electrical failure.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings
1. (C) ELECTRICAL SYSTEM,BATTERY - DISCHARGED
2. (C) ELECTRICAL SYSTEM,ALTERNATOR - NOT ACTIVATED
3. (C) ALTERNATOR - NOT VERIFIED - PILOT IN COMMAND
4. (C) ELECTRICAL SYSTEM - FAILURE,TOTAL

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
5. LANDING GEAR,GEAR LOCKING MECHANISM - NOT ACTIVATED
6. (C) EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
7. (C) GEAR EXTENSION - NOT VERIFIED - PILOT IN COMMAND
8. (F) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Factual Information

On June 5, 1999, at 1225 hours Pacific daylight time, a Beech A-36, N126GL, landed gear up on runway 16R at the Van Nuys, California, airport. The airplane, operated by the pilot under 14 CFR Part 91, sustained substantial damage. The private pilot/owner was not injured. Visual meteorological conditions existed for the personal flight that departed the Van Nuys airport at 1100, with a stop at the Oxnard, California, airport. The flight was scheduled to terminate at the Van Nuys airport. No flight plan was filed.

The pilot had gone to another airport to practice takeoffs and landings and test the mode C transponder. After departure from the alternate airport, he noted that his navigational equipment was not working properly. He stated that he was not concerned with this as he was familiar with the area. On approach to the accident airport he noted that he was not receiving radio calls from the tower. He lowered the gear, obtained a three green light indication from the landing gear, and then lost electrical power. He reported that he received a green light from the tower for landing. On the landing rollout the gear collapsed.

Tower personnel reported that the airplane entered the traffic pattern for runway 16R on a right base, with no radio communication. They attempted to communicate with the accident airplane and when they received no response they flashed a green landing light signal clearing the pilot to land. Tower personnel did note that they saw the landing gear down, but could not tell if it was in the locked position.

In an interview with a Federal Aviation Administration (FAA) inspector, the pilot stated that after departing from Oxnard, no discrepancies were noted until he was over Simi Valley and lost all of his radios. He stated that he lowered the landing gear and saw three green lights, and then he had a total electrical failure. The pilot reported that he continued his flight to Van Nuys and then circled west of the airport waiting for a green light from the tower. The pilot stated that after receiving the green light indication from the tower, he "thought the landing gear was in the down and locked position."

The FAA inspector stated that during the interview the pilot did not make reference to the Pilot's Operating Handbook for emergency procedures to circumvent the electrical problem, or manual extension of the landing gear.

The FAA inspected the battery and found it indicated 6 volts. The pilot reported that after the engine is started from the battery he manually switches the alternator to the on position. In the interview with the FAA, the pilot could not recall if he had turned the alternator switch to the on position. Visual inspection of the alternator circuit breaker revealed that it had not been tripped. The FAA tested the alternator and found it to operate with no discrepancies.

The pilot was interviewed by the airport police and stated that he lost his navigational system and then radio communications. He reported that he rocked his wings back and forth, was given a green light from the tower to land, and assumed that the landing gear was down prior to the electrical failure.

Pilot Information

Certificate:	Private	**Age:**	64,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	April 12, 1999
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	200 hours (Total, all aircraft), 65 hours (Total, this make and model), 120 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N126GL
Model/Series:	A-36 A-36	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	E-763
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	May 13, 1999 Annual	**Certified Max Gross Wt.:**	3600 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	1881 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-520-BA12
Registered Owner:	TEMPLE, HUNTER M. TRUSTEE	**Rated Power:**	285 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:	VNY ,799 ft msl	**Distance from Accident Site:**	
Observation Time:	11:35 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	0°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	21°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(VNY)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	VFR
Departure Time:	11:00 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	VAN NUYS VNY	**Runway Surface Type:**	Concrete
Airport Elevation:	799 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	16R	**IFR Approach:**	None
Runway Length/Width:	8001 ft / 150 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	34.150856,-118.519721(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	FRANK MOTTER; VAN NUYS , CA
Original Publish Date:	August 13, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=46632