



Aviation Investigation Final Report

Location:	WHEELING, Illinois	Accident Number:	CHI99LA206
Date & Time:	July 2, 1999, 11:03 Local	Registration:	N3240R
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The Beech 58 landed wheels-up on runway 16 at Palwaukee Municipal Airport, Wheeling, Illinois. In a written statement, the pilot reported, '...Palwaukee gave me a straight in approach for runway 16 and to notify the tower 2 miles out. I flew to the left to line up with 16 and began a slow decent to traffic pattern altitude. About 3-1/2 miles out the tower cleared me to land. I began my pre landing checklist however I became distracted by what I thought was the collision avoidance equipment but in reality was my gear warning horn. There were a couple of aircraft showing up about a mile and a half away and I was looking for them and never completed the checklist and my normal prelanding GUMPS check. The aircraft landed gear up in the center of the runway and slid for a short distance. It stopped half off the left side of runway 16 however no lights were hit.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the landing gear extension not performed by the pilot. A contributing factor was the checklist not followed by the pilot.

Findings

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

Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. (F) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Factual Information

On July 2, 1999, at 1103 central daylight time, a Beech 58, N3240R, piloted by a private pilot, sustained substantial damage during a wheels-up landing on runway 16 (5,001 feet by 100 feet, dry asphalt) at Palwaukee Municipal Airport (PWK), Wheeling, Illinois. Visual meteorological conditions prevailed at the time of the accident. The flight was operating under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot reported no injuries. The flight departed Three Lakes Municipal Airport, Three Lakes, Wisconsin, at approximately 0945, en route to PWK.

In a written statement, the pilot reported, "...Palwaukee gave me a straight in approach for runway 16 and to notify the tower 2 miles out. I flew to the left to line up with 16 and began a slow decent to traffic pattern altitude. About 3-1/2 miles out the tower cleared me to land. I began my pre landing checklist however I became distracted by what I thought was the collision avoidance equipment but in reality was my gear warning horn. There were a couple of aircraft showing up about a mile and a half away and I was looking for them and never completed the checklist and my normal prelanding GUMPS check. The aircraft landed gear up in the center of the runway and slid for a short distance. It stopped half off the left side of runway 16 however no lights were hit."

Federal Aviation Administration Advisory Circular 20-34D, Prevention of Retractable Landing Gear Failures, section 4. Operational factors and percentages involved in retractable gear aircraft accidents" as:

a. Neglected to extend landing gear - 35.8 percent. b. Inadvertent retraction of landing gear - 10.3 percent. c. Activated gear, but failed to check gear position - 11.3 percent. d. Misused emergency gear system - 0.9 percent. e. Retracted gear prematurely on takeoff - 2.8 percent. f. Extend gear too late - 1.8 percent.

Section 5(a)(1) states, "On the downwind leg, or at the final approach fix inbound, make it a habit to complete the recommended landing gear checklist for your aircraft...". Section 5(b)(3) states, Be familiar with the landing gear warning horn and warning light systems of your aircraft. Use the horn system to cross-check the warning light system when an unsafe condition is noted."

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land; 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-w/ waivers/lim	Last FAA Medical Exam:	September 29, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	761 hours (Total, all aircraft), 382 hours (Total, this make and model), 575 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N3240R
Model/Series:	58 58	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH1740
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 14, 1999 Annual	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	26 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	354 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	I0550C
Registered Owner:	J & S AVIATION INC	Rated Power:	300 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:	PWK ,647 ft msl	Distance from Accident Site:	
Observation Time:	10:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3800 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	26°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	THREE LAKES , WI (40D)	Type of Flight Plan Filed:	None
Destination:	(PWK)	Type of Clearance:	VFR
Departure Time:	09:45 Local	Type of Airspace:	Class E

Airport Information

Airport:	PALWAUKEE MUNICIPAL PWK	Runway Surface Type:	Asphalt
Airport Elevation:	647 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5001 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	42.130428,-87.920532(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	DAN COLEMAN; WEST CHICAGO , IL
Original Publish Date:	November 30, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=46693

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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](#).