



# Aviation Investigation Final Report

<b>Location:</b>	DECATUR, Illinois	<b>Accident Number:</b>	CHI00LA116
<b>Date &amp; Time:</b>	April 18, 2000, 19:48 Local	<b>Registration:</b>	N9429Q
<b>Aircraft:</b>	Beech 58	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

The aircraft was damaged during a gear-up landing. According to the pilot's written statement, '...reached for the gear handle but for some reason I must not have selected gear down.' The pilot continued, 'Assumed the gear was down and continued with the landing. Flared to land with no gear and it settled on the belly...' The pilot stated that the accident could have been prevented by, 'use of checklist.' Post accident examination of the airplane revealed no anomalies.

## 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 extend the landing gear which resulted in the gear-up landing. A factor to the accident was the pilot's failure to complete the landing checklist.

## Findings

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

### Findings

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

## Factual Information

On April 18, 2000, at 1948 central daylight time, a Beech 58, N9429Q, owned and operated by the Gailforce Corporation, Janesville, Wisconsin, sustained substantial damage during a wheels-up landing on runway 18 (5,299 feet by 150 feet, dry concrete) at the Decatur Airport, Decatur, Illinois. Night visual metrological conditions prevailed at the time of the accident. The cargo flight was operating under the provisions of 14 CFR Part 135 and was on an active instrument flight plan. The pilot, the sole occupant, reported no injuries. The flight departed the Greater Peoria Regional Airport, Peoria, Illinois at 1915.

According to the pilot's written statement, "...reached for the gear handle but for some reason I must not have selected gear down." The pilot continued, "Assumed the gear was down and continued with the landing. Flared to land with no gear and it settled on the belly maintained control with rudder and full back elevator."

The pilot stated that the accident could have been prevented by, "use of checklist."

Members from the Decatur Airport Fire and Rescue Unit and the Fix Base Operator examined the airplane at the Decatur Airport. The landing gear handle was found in the "up" position. The airplane was then raised and placed on jack-stands. When the landing gear handle was positioned to "down" the gear extended normally and the three green lights on the instrument panel illuminated.

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	26, 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>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 3, 2000
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2500 hours (Total, all aircraft), 300 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N9429Q
<b>Model/Series:</b>	58 58	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	TH200
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 28, 2000 100 hour	<b>Certified Max Gross Wt.:</b>	5400 lbs
<b>Time Since Last Inspection:</b>	91 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5359 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>		<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	DEC ,682 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	19:50 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 1500 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	120°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PEORIA , IL (PIA )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	(DEC )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	19:15 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	DECATUR AIRPORT DEC	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	682 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	Visual;VOR
<b>Runway Length/Width:</b>	5300 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## 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>	39.850639,-88.930809(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Fox, Andrew
<b>Additional Participating Persons:</b>	ROBERT SCOTT; SPRINGFIELD , IL
<b>Original Publish Date:</b>	November 6, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=49044">https://data.ntsb.gov/Docket?ProjectID=49044</a>

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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](#).