



Aviation Investigation Final Report

Location:	Scottsbluff, Nebraska	Accident Number:	CHI01LA090
Date & Time:	February 15, 2001, 12:10 Local	Registration:	N98PA
Aircraft:	Beech 95-55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane landed gear-up and impacted a runway light following a visual approach to the airport. The airplane was recovered with the landing gear in the retracted position. Postaccident testing of the landing gear warning system and gear position lights revealed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the checklist not followed and the wheels-up landing performed by the pilot. The runway light was a contributing factor.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

1. (F) OBJECT - RUNWAY LIGHT
2. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. (C) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

On February 15, 2001, at 1210 mountain standard time, a Beech 95-55, N98PA, was substantially damaged during a wheels-up landing at the William B. Heilig Airport (BFF), Scottsbluff, Nebraska. Visual meteorological conditions prevailed at the time of the accident. The 14 CFR Part 91 personal flight was not operating on a flight plan. The commercial pilot reported no injuries. The flight departed from the Weld County Airport, Greeley, Colorado, at 1100, en route to BFF.

The pilot reported the following in a written statement:

"...Upon entering downwind at Scottsbluff I proceeded to accomplish the pre-landing check "CGUMPS". While accomplishing this check a radio call from a helicopter in the vicinity came over the radio. I responded and looked for the traffic. The passenger and I determined that the helicopter was not in our flight path and I proceeded in the traffic pattern. Neither one of us remembers hearing the gear motor while looking for the helicopter. Upon turning base for runway 30 I did "CGUMPS" for the second time. I also put in the second notch of flaps. All indications at this point are normal. After turning final for runway 30 I did "CGUMPS" for the third time. Nothing is out of the ordinary. The green light for the gear is on. Power and airspeed is normal."

"While in the traffic pattern all indications where normal. The power settings [were where] they needed to be as well as the speeds. The gear warning horn never sounded. As I started to flair and settle on the runway it felt as though the airplane had blown a tire and we were riding on the rim. I maintained the airplane on the centerline of the runway. Then the nose started to drop to low and the props started to strike. That is when I realized the landing gear had failed. I turned off the fuel and shut off all the electrical power. Once the airplane came to a stop we evacuated and got clear of the airplane...the leading edge of the left wing outboard of the engine nacelle had a puncture from a runway light."

An Airframe and Power Plant mechanic who recovered the airplane reported the following in a written statement:

"We raised the airplane with two payloaders and a tail stand. When the aircraft was off the ground I cranked the gear down and went outside and verified all three were down and locked. I elected to crank the gear down because there was fuel leaking out of one fuel vent. After the airplane was setting on all three gear I turn[ed] on the master and it showed a green light."

The mechanic also stated that the landing gear was fully retracted and not partially extended during the recovery.

Postaccident testing of the airplane's landing gear warning system and landing gear position lights by the Federal Aviation Administration revealed no anomalies.

Pilot Information

Certificate:	Private	Age:	36, 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):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 5, 2000
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	November 15, 1999
Flight Time:	611 hours (Total, all aircraft), 50 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N98PA
Model/Series:	95-55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-18
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	October 25, 2000 Annual	Certified Max Gross Wt.:	4880 lbs
Time Since Last Inspection:	50 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4598 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470-L5
Registered Owner:	GTF Corporation	Rated Power:	260 Horsepower
Operator:	Todd Murdoff	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	BFF,3967 ft msl	Distance from Accident Site:	
Observation Time:	11:54 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	1°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Greeley, CO (GXY)	Type of Flight Plan Filed:	Unknown
Destination:	Scottsbluff, NE (BFF)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	WILLIAM B. HEILIG FIELD BFF	Runway Surface Type:	Asphalt
Airport Elevation:	3967 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	Unknown
Runway Length/Width:	8279 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.860851,-103.660934(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Robert F Johnson; Federal Aviation Administration; Lincoln, NE
Original Publish Date:	November 1, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=51761

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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](#).