



Aviation Investigation Final Report

Location:	Kingman, Arizona	Accident Number:	LAX02LA047
Date & Time:	December 13, 2001, 17:45 Local	Registration:	N1016T
Aircraft:	Beech 95	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The airplane made a gear-up landing during a positioning flight following landing gear maintenance. The airplane had been flown to a maintenance facility for landing gear retraction problems. The landing gear system had been worked on, and the landing gear warning system had been checked. The pilot flew the airplane back to its base and conducted several prelanding checks while on the 5-mile final approach. He retarded the throttle for landing and noticed the airplane sink. The airplane impacted the ground with the landing gear retracted and skidded to a stop. The airplane then erupted into flames, burning the cockpit and cabin. The pilot did not remember whether or not he extended the landing gear, but he did recall not hearing any warning horns when he retarded the throttles. The landing gear system could not be checked due to the post accident fire damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to complete and verify the prelanding checklist and extend the landing gear, which resulted in the gear-up landing.

Findings

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

Findings

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

Occurrence #2: FIRE
Phase of Operation: LANDING

Findings
3. AIRFRAME - FIRE

Factual Information

On December 13, 2001, at 1745 mountain standard time, a Beech 95, N1016T, was destroyed by fire following a gear-up landing at Kingman, Arizona. Neither the commercial pilot nor the pilot rated passenger were injured. The airplane was being operated by Sheble Aviation & Flight School, Inc., under the provisions of 14 CFR Part 91, as a positioning flight. Visual meteorological conditions prevailed, and a flight plan had not been filed for the cross-country flight that originated from Needles, California, at 1715.

The airplane had been flown to the Sheble maintenance provider, located in Needles, earlier in the day for a "slow to retract" landing gear problem. According to the maintenance technician, he replaced the retract motor and swung the landing gear several times to check the system, including the landing gear warning horns. A Sheble pilot and a prospective student pilot passenger picked up the airplane.

According to the pilot's written statement, he conducted a prelanding check and entered a 5-mile final for runway 03. He stated that he performed a "couple more" landing checks and told the student/passenger about the airspeeds to expect during the different phases of the landing. As the airplane crossed the runway threshold, the pilot pulled the power levers to idle and transitioned to the flare. The pilot noticed that the airplane started to "sink," and he couldn't believe that he had flared that high. He started to inform the passenger that it was going to be a hard landing when the airplane "slammed" down onto the runway.

The airplane skidded to a stop, and the pilot noticed flames down by his left leg. He started to tell the passenger to get out of the airplane only to hear the passenger state the same thing. As the pilot and passenger walked away from the airplane, the airplane became engulfed in flames.

The pilot stated that he could not remember whether he put the landing gear down or not, but he did mention not noticing any landing gear warning horns during the landing.

Post accident photographs of the airplane revealed that the entire cockpit and cabin area had been consumed by fire. Due to the fire damage the landing gear and warning systems could not be tested.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	23, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	January 15, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 27, 2001
Flight Time:	1382 hours (Total, all aircraft), 69 hours (Total, this make and model), 1240 hours (Pilot In Command, all aircraft), 226 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:	N1016T
Model/Series:	95	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TD-108
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	10000 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-470-L
Registered Owner:	Sheble Aviation & Flight School Inc.	Rated Power:	260 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IGM,3449 ft msl	Distance from Accident Site:	
Observation Time:	16:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Needles, CA (EED)	Type of Flight Plan Filed:	None
Destination:	Kingman, AZ (IGM)	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	Kingman IGM	Runway Surface Type:	Asphalt
Airport Elevation:	3449 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	6831 ft / 150 ft	VFR Approach/Landing:	Straight-in

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:	35.259445,-113.938056

Administrative Information

Investigator In Charge (IIC):	Petterson, George
Additional Participating Persons:	Ron Williams; Federal Aviation Administration; Las Vegas, NV
Original Publish Date:	September 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=53921

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