Aviation Investigation Final Report

Location:	Inyokern, California	**Accident Number:**	LAX03LA194
Date & Time:	May 31, 2003, 20:00 Local	**Registration:**	N5FL
Aircraft:	Beech 35-B33	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane sustained substantial damage during a gear up landing. The pilot entered the traffic pattern for the runway in turbulent conditions. He slowed the airplane and entered downwind. After turning from base to final, the airplane touched down and skidded to a stop at the left side of the runway. The pilot thought he had moved the gear handle to the down position; however, it was found in the up position after the accident. He said he was not sure if he simply forgot to lower the gear or accidentally bumped the handle to the up position in the turbulence. No mechanical malfunctions were noted with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot failed to extend the landing gear.

Findings

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

Findings
1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On May 31, 2003, at 2000 Pacific daylight time, a Beech 35-B33, N5FL, sustained substantial damage during a gear up landing at Inyokern Airport (IYK), Inyokern, California. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and three passengers were not injured. The cross-country flight originated from Reno/Tahoe International Airport (RNO), Reno, Nevada, at 1800. Visual meteorological conditions prevailed and no flight plan had been filed.

The pilot reported that upon entering the Inyokern area, he announced via radio crossing midfield to enter left traffic for runway 20. During the descent to traffic pattern altitude (TPA) it was bumpy. He slowed the airplane to lower the gear (he thought he did) and entered downwind. The flaps were extended while turning from base to final. The airplane touched down and skidded to a stop at the left side of the runway. The pilot was unsure if he inadvertently moved the gear handle up, or didn't put it down, but felt he was responsible for the error either way. The gear handle was found in the up position. No mechanical malfunctions were noted with the airplane.

Pilot Information

Certificate:	Private	**Age:**	58,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:**	August 1, 2001
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:	1059 hours (Total, all aircraft), 106 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N5FL
Model/Series:	35-B33	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	CD-668
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	April 1, 2003 Annual	**Certified Max Gross Wt.:**	3000 lbs
Time Since Last Inspection:	22 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2040 Hrs as of last inspection	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	IO-470 N
Registered Owner:	Willard T. Parlet	**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:	KIYK,2455 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	13:45 Local	**Direction from Accident Site:**	0°
Lowest Cloud Condition:	Clear	**Visibility**	20 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	15 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	300°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.79 inches Hg	**Temperature/Dew Point:**	30°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno, NV (KRNO)	**Type of Flight Plan Filed:**	None
Destination:	Inyokern, CA (KIYK)	**Type of Clearance:**	None
Departure Time:	18:00 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	Inyokern KIYK	**Runway Surface Type:**	Asphalt
Airport Elevation:	2455 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	20	**IFR Approach:**	None
Runway Length/Width:	6275 ft / 75 ft	**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	3 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	4 None	**Latitude, Longitude:**	35.658889,-117.824447

Administrative Information

Investigator In Charge (IIC):	Charnon, Nicole
Additional Participating Persons:	Frank Motter; Federal Aviation Administration; Van Nuys, CA
Original Publish Date:	September 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57235