



# Aviation Investigation Final Report

<b>Location:</b>	Inyokern, California	<b>Accident Number:</b>	LAX03LA194
<b>Date &amp; Time:</b>	May 31, 2003, 20:00 Local	<b>Registration:</b>	N5FL
<b>Aircraft:</b>	Beech 35-B33	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	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

<b>Certificate:</b>	Private	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 1, 2001
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1059 hours (Total, all aircraft), 106 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N5FL
<b>Model/Series:</b>	35-B33	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	CD-668
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 1, 2003 Annual	<b>Certified Max Gross Wt.:</b>	3000 lbs
<b>Time Since Last Inspection:</b>	22 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2040 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470 N
<b>Registered Owner:</b>	Willard T. Parlet	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KIYK, 2455 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:45 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility:</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	30°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Reno, NV (KRNO)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Inyokern, CA (KIYK)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).