



Aviation Investigation Final Report

Location:	Porterville, California	Accident Number:	LAX05CA304
Date & Time:	September 15, 2005, 11:00 Local	Registration:	N127F
Aircraft:	Beech 95-B55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot failed to extend the landing gear prior to landing and ribs were damaged in the belly section of the airplane. He initially entered the landing pattern for runway 12, which was the active runway in use. After the pilot was established in the pattern, the wind changed and an airplane departed runway 30. The pilot decided to change his landing pattern and crossed midfield where he entered the downwind leg of the traffic pattern for runway 30. Upon entering the downwind leg of the traffic pattern for runway 30, the pilot retracted the landing gear to decrease the required engine performance for the airplane. The pilot turned base and then final while extending the flaps and failed to lower the landing gear prior to landing on the runway. No mechanical anomalies were reported.

Probable Cause and Findings

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

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

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

Factual Information

On September 15, 2005, at 1100 Pacific daylight time, a Beech 95-B55 (Baron), N127F, landed with the gear retracted at Porterville Municipal Airport, Porterville, California. The airplane was registered to a private company and was being operated by the pilot under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, was not injured; the airplane sustained substantial damage to ribs in the fuselage belly. The pilot departed from Big Piney - Marbleton Airport, Big Piney, Wyoming, at 0700, and was landing at his destination when the accident occurred. Visual meteorological conditions prevailed and a visual flight rules (VFR) flight plan had been filed.

According to the pilot, he entered the landing pattern for runway 12, which was the active runway in use. After the pilot was established in the pattern, the wind changed and an airplane departed runway 30. The pilot decided to change his landing pattern for runway 30 and crossed midfield where he entered the downwind leg of the traffic pattern for runway 30. Upon entering the downwind leg of the traffic pattern for runway 30, the pilot retracted the landing gear to decrease the required engine performance for the airplane. The pilot turned base and then final while extending the flaps and failed to lower the landing gear. He stated that he landed the airplane with the landing gear in the retracted position. No mechanical anomalies were reported.

Pilot Information

Certificate:	Private	Age:	38, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	
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	Last FAA Medical Exam:	May 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	815 hours (Total, all aircraft), 337 hours (Total, this make and model), 63 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N127F
Model/Series:	95-B55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-869
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-470L
Registered Owner:	Team Casing, Inc.	Rated Power:	
Operator:	Curtis Norton	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PTV	Distance from Accident Site:	
Observation Time:	10:55 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:	29.96 inches Hg	Temperature/Dew Point:	24°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Big Piney, WY (BPI)	Type of Flight Plan Filed:	VFR
Destination:	Porterville, CA (PTV)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Porterville PTV	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	5908 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	36.038055,-119.071388

Administrative Information

Investigator In Charge (IIC):	Dunks, Kristi
Additional Participating Persons:	Douglas Kredit; Federal Aviation Administration; Fresno, CA
Original Publish Date:	December 20, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62514

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