Aviation Investigation Final Report

Location:	Palmer, Alaska	**Accident Number:**	GAA17CA023
Date & Time:	October 5, 2016, 11:45 Local	**Registration:**	N8895H
Aircraft:	North American Navion	**Aircraft Damage:**	Substantial
Defining Event:	Landing gear not configured	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a retractable landing gear equipped airplane reported that he landed with the landing gear retracted. He further reported that the airplane slid about 100 feet to a stop near the right edge of the runway.

The fuselage sustained substantial damage.

The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The Federal Aviation Administration (FAA) Aviation Safety Inspector assigned to the accident, by coincidence, was already at the accident airport for an unrelated event. The inspector observed the landing gear retracted into the wheel wells and observed the landing gear handle in the up position. He further reported that the pilot was using a "noise cancelling headset." According to the inspector, the landing gear warning horn was not designed to sound through the headset/ intercom system, but would be audible in the cockpit. He reported that during the airplane recovery process the landing gear handle was moved to the down position and the landing gear extended and locked normally.

The FAA Special Airworthiness Information Bulletin (SAIB), CE-16-08, Noise Cancelling Headsets, in part states: "In many cases, pilots are using the noise cancelling headsets as supplementary equipment during operations. When wearing these headsets, the pilot may be unaware of environmental sounds and audible warning annunciations in the cockpit that do not come through the intercom system."

The FAA SAIB recommends that general aviation pilots and operators:

• Become familiar with the safety information in FAA InFO 0700

• Elect to find other solutions to discern such alarms or sounds, or discontinue using these headsets if any audible alarms or environmental sounds cannot be discerned while wearing a noise cancelling headset.

The pilot did not report whether or not he had heard the landing gear warning horn prior to landing.

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 for landing.

Findings

Personnel issues	Forgotten action/omission - Pilot
Aircraft	Landing gear selector - Not used/operated
Environmental issues	Noise - Awareness of condition
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
Landing-landing roll	Abnormal runway contact
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Private	**Age:**	79,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Unknown
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	May 17, 2016
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	June 9, 2015
Flight Time:	(Estimated) 2227 hours (Total, all aircraft), 1190 hours (Total, this make and model), 35 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	North American	**Registration:**	N8895H
Model/Series:	Navion A	**Aircraft Category:**	Airplane
Year of Manufacture:	1947	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	NAV-4-895
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	May 2, 2016 Annual	**Certified Max Gross Wt.:**	3100 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	4174 Hrs as of last inspection	**Engine Manufacturer:**	Continental
ELT:	C126 installed, not activated	**Engine Model/Series:**	IO-470-C
Registered Owner:	On file	**Rated Power:**	250 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PAAQ,241 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	19:53 Local	**Direction from Accident Site:**	0°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/ None
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/ N/A
Altimeter Setting:	30.12 inches Hg	**Temperature/Dew Point:**	8°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BIRCHWOOD, AK (BCV)	**Type of Flight Plan Filed:**	Company VFR
Destination:	Palmer, AK (PAQ)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	PALMER MUNI PAQ	**Runway Surface Type:**	Asphalt
Airport Elevation:	241 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	34	**IFR Approach:**	None
Runway Length/Width:	6009 ft / 100 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:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	61.595001,-149.088607(est)

Administrative Information

Investigator In Charge (IIC):	Gerhardt, Adam
Additional Participating Persons:	James Howery; FAA; Anchorage, AK
Original Publish Date:	January 18, 2017
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.ntsb.gov/Docket?ProjectID=94219