National Transportation Safety Board
Aviation Accident Final Report

Location:	WHEELING, IL	**Accident Number:**	CHI99LA206
Date & Time:	07/02/1999, 1103 CDT	**Registration:**	N3240R
Aircraft:	Beech 58	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The Beech 58 landed wheels-up on runway 16 at Palwaukee Municipal Airport, Wheeling, Illinois. In a written statement, the pilot reported, '...Palwaukee gave me a straight in approach for runway 16 and to notify the tower 2 miles out. I flew to the left to line up with 16 and began a slow decent to traffic pattern altitude. About 3-1/2 miles out the tower cleared me to land. I began my pre landing checklist however I became distracted by what I thought was the collision avoidance equipment but in reality was my gear warning horn. There were a couple of aircraft showing up about a mile and a half away and I was looking for them and never completed the checklist and my normal prelanding GUMPS check. The aircraft landed gear up in the center of the runway and slid for a short distance. It stopped half off the left side of runway 16 however no lights were hit.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the landing gear extension not performed by the pilot. A contributing factor was the checklist not followed by the pilot.

Findings

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

Findings
1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. (F) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Factual Information

On July 2, 1999, at 1103 central daylight time, a Beech 58, N3240R, piloted by a private pilot, sustained substantial damage during a wheels-up landing on runway 16 (5,001 feet by 100 feet, dry asphalt) at Palwaukee Municipal Airport (PWK), Wheeling, Illinois. Visual meteorological conditions prevailed at the time of the accident. The flight was operating under the provisions of 14 CFR Part 91 and was not on a flight plan. The pilot reported no injuries. The flight departed Three Lakes Municipal Airport, Three Lakes, Wisconsin, at approximately 0945, en route to PWK.

In a written statement, the pilot reported, "...Palwaukee gave me a straight in approach for runway 16 and to notify the tower 2 miles out. I flew to the left to line up with 16 and began a slow decent to traffic pattern altitude. About 3-1/2 miles out the tower cleared me to land. I began my pre landing checklist however I became distracted by what I thought was the collision avoidance equipment but in reality was my gear warning horn. There were a couple of aircraft showing up about a mile and a half away and I was looking for them and never completed the checklist and my normal prelanding GUMPS check. The aircraft landed gear up in the center of the runway and slid for a short distance. It stopped half off the left side of runway 16 however no lights were hit."

Federal Aviation Administration Advisory Circular 20-34D, Prevention of Retractable Landing Gear Failures, section 4. Operational factors and percentages involved in retractable gear aircraft accidents" as:

a. Neglected to extend landing gear - 35.8 percent. b. Inadvertent retraction of landing gear - 10.3 percent. c. Activated gear, but failed to check gear position - 11.3 percent. d. Misused emergency gear system - 0.9 percent. e. Retracted gear prematurely on takeoff - 2.8 percent. f. Extend gear too late - 1.8 percent.

Section 5(a)(1) states, "On the downwind leg, or at the final approach fix inbound, make it a habit to complete the recommended landing gear checklist for your aircraft...". Section 5(b)(3) states, Be familiar with the landing gear warning horn and warning light systems of your aircraft. Use the horn system to cross-check the warning light system when an unsafe condition is noted.".

Pilot Information

Certificate:	Private	**Age:**	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	**Last FAA Medical Exam:**	09/29/1997
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:	761 hours (Total, all aircraft), 382 hours (Total, this make and model), 575 hours (Pilot In Command, all aircraft), 29 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:**	N3240R
Model/Series:	58 58	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	No
Airworthiness Certificate:	Normal	**Serial Number:**	TH1740
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	04/14/1999, Annual	**Certified Max Gross Wt.:**	5500 lbs
Time Since Last Inspection:	26 Hours	**Engines:**	2 Reciprocating
Airframe Total Time:	354 Hours	**Engine Manufacturer:**	Continental
ELT:	Installed, not activated	**Engine Model/Series:**	IO550C
Registered Owner:	J & S AVIATION INC	**Rated Power:**	300 hp
Operator:	J & S AVIATION INC	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	PWK, 647 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	1053 CDT	**Direction from Accident Site:**	0°
Lowest Cloud Condition:	Scattered / 3800 ft agl	**Visibility**	10 Miles
Lowest Ceiling:	Broken / 6500 ft agl	**Visibility (RVR):**	0 ft
Wind Speed/Gusts:	9 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	260°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	26°C / 18°C
Precipitation and Obscuration:			
Departure Point:	THREE LAKES, WI (40D)	**Type of Flight Plan Filed:**	None
Destination:	(PWK)	**Type of Clearance:**	VFR
Departure Time:	0945 CDT	**Type of Airspace:**	Class E

Airport Information

Airport:	PALWAUKEE MUNICIPAL (PWK)	**Runway Surface Type:**	Asphalt
Airport Elevation:	647 ft	**Runway Surface Condition:**	Dry
Runway Used:	16	**IFR Approach:**	None
Runway Length/Width:	5001 ft / 100 ft	**VFR Approach/Landing:**	Full Stop; Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	MITCHELL F GALLO	**Report Date:**	11/30/2000
Additional Participating Persons:	DAN COLEMAN; WEST CHICAGO, IL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/.		

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