



National Transportation Safety Board Aviation Accident Final Report

Location:	FRANKLIN, CA	Accident Number:	LAX83LA321
Date & Time:	07/01/1983, 1150 PDT	Registration:	N1494G
Aircraft:	BEECH 95-A55	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE ACFT LANDED WHEELS-UP DURING A TRAINING FLT. THE CFI WAS SIMULATING A SINGLE-ENGINE LANDING. THE CFI SAID HE AND THE STUDENT WERE ENGROSSED IN CONVERSATION AND FORGOT TO LOWER THE LANDING GEAR PRIOR TO LANDING. THE WARNING HORN DID NOT SOUND UNTIL JUST BEFORE TOUCHDOWN BECAUSE OF THE POWER-ON LANDING (12 INCHES HG SIMULATED ZERO THRUST ON THE DEAD ENGINE).

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WHEELS UP LANDING - INADVERTENT - DUAL STUDENT
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. (C) CHECKLIST - NOT ATTAINED - DUAL STUDENT
5. (F) EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	73, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/12/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	36185 hours (Total, all aircraft), 70 hours (Total, this make and model), 35784 hours (Pilot In Command, all aircraft), 99 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N1494G
Model/Series:	95-A55 95-A55	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	TC 262
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	05/03/1983, Annual	Certified Max Gross Wt.:	4880 lbs
Time Since Last Inspection:	25 Hours	Engines:	2 Reciprocating
Airframe Total Time:	194 Hours	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-470-L
Registered Owner:	GENERAL AIR SERVICE, INC	Rated Power:	260 hp
Operator:	GENERAL AIR SERVICE, INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	CONCORD, CA (CCR)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	(Q53)	Runway Surface Type:	Asphalt
Airport Elevation:	821 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	
Runway Length/Width:	3300 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	AUDREY M SCHUTTE	Report Date:	
Additional Participating Persons:			
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.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).