



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKE CITY, FL	Accident Number:	MIA83LA004
Date & Time:	10/01/1982, 1500 EDT	Registration:	N8944U
Aircraft:	BEECH 35-C33	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

WHILE ENROUTE, THE PILOT DIVERTED TO LAKE CITY, FL TO AVOID ADVERSE WEATHER. ACCORDING TO THE PILOT, HE PLACED THE LANDING GEAR HANDLE IN THE DOWN POSITION WHILE ON THE DOWNWIND LEG. HE EXTENDED THE DOWNWIND TO ACCOMMODATE OTHER TRAFFIC, THEN TURNED BASE AND FINAL WHERE HE COMPLETED THE BEFORE-LANDING CHECKLIST. THE AIRCRAFT WAS LANDED WITH THE GEAR IN ITS RETRACTED POSITION. LATER WHEN THE AIRCRAFT WAS LIFTED, A MECHANIC ACTIVATED THE ELECTRICAL MASTER SWITCH AND MOVED THE GEAR HANDLE TO THE DOWN POSITION. WHEN HE DID THIS, THE GEAR EXTENDED AND THE 3 GREEN LIGHTS ILLUMINATED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
2. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/28/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	304 hours (Total, all aircraft), 42 hours (Total, this make and model), 229 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N8944U
Model/Series:	35-C33 35-C33	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	CD954
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	75 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4097 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470K
Registered Owner:	HOME AVIATON, INC.	Rated Power:	225 hp
Operator:	HOME AVIATON, INC.	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GNV, 0 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	1456	Direction from Accident Site:	170°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	6 Miles
Lowest Ceiling:	Broken / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	73° C / 0° C
Precipitation and Obscuration:			
Departure Point:	GAINESVILLE, FL (GNV)	Type of Flight Plan Filed:	VFR
Destination:	GREENVILLE, SC (GMU)	Type of Clearance:	None
Departure Time:	1430	Type of Airspace:	

Airport Information

Airport:	LAKE CITY (31J)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	6800 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	10/01/1983
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/ .	

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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](#).