



# National Transportation Safety Board Aviation Incident Data Summary

<b>Location:</b>	Columbus, MS	<b>Incident Number:</b>	ATL04IA010
<b>Date &amp; Time:</b>	10/01/2003, 1738 CDT	<b>Registration:</b>	N7219H
<b>Aircraft:</b>	Beech 58	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Upon returning to the airport the pilot requested a traffic advisory and a glider pilot announced he was in the traffic pattern for runway 36. The pilot announced that he would extend his downwind and base to final to give the glider time to land. He stated that he went through his pre-landing checklist but elected not to lower the gear at that time, instead he lowered the flaps and proceeded to turn base to final. He said that he spotted the glider on the ground about one mile out on final and proceeded to land and forgot that he had not lowered his landing gear until he heard the gear warning horn and landed with the gear retracted. The pilot did not report a mechanical problem with the airplane during the landing. According to the pilot, he had accumulated over 750 landings in retractable geared airplanes and had never forgot to put the gear down until now.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The pilot's failure to follow the pre-landing checklist, and his failure to extend the landing gear which resulted in a wheels up landing.

## Findings

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

### Findings

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	934 hours (Total, all aircraft), 160 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N7219H
<b>Model/Series:</b>	58	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-550-C6F
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MCB, 413 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 320°
<b>Temperature:</b>	19° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Columbus, MS (UBS)	<b>Destination:</b>	(UBS)

## Airport Information

<b>Airport:</b>	Columbus-Lowndes County Airpor (UBS)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	36	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4500 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	33.452500, -88.368889		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Butch Wilson	<b>Adopted Date:</b>	07/07/2005
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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