



National Transportation Safety Board Aviation Accident Final Report

Location:	Dallas, TX	Accident Number:	GAA16CA133
Date & Time:	02/03/2016, 1100 CST	Registration:	N61429
Aircraft:	NORTH AMERICAN P 51	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he landed the airplane with the landing gear retracted, which resulted in substantial damage to the fuselage.

According to the pilot there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

The pilot further reported that this accident could have been prevented with a "higher degree" of diligence to checklists.

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 prior to landing, which resulted in substantial damage to the fuselage during landing.

Findings

Aircraft	Gear extension and retract sys - Not used/operated (Cause)
Personnel issues	Use of checklist - Pilot (Cause) Task monitoring/vigilance - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event) Abnormal runway contact Runway excursion
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Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last Medical Exam:	08/20/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	05/10/2014
Flight Time:	(Estimated) 1815 hours (Total, all aircraft), 187 hours (Total, this make and model), 5.8 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	NORTH AMERICAN	Registration:	N61429
Model/Series:	P 51 C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Limited	Serial Number:	103-26199
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	10500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	ROLLS ROYCE
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	V-1650-7
Registered Owner:	AMERICAN AIR POWER HERITAGE FLYING MUSE	Rated Power:	1497 hp
Operator:	AMERICAN AIR POWER HERITAGE FLYING MUSE	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KRBD, 658 ft msl	Observation Time:	1650 UTC
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	314°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	6°C / -4°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	13 knots/ 22 knots, 330°	Visibility (RVR):	
Altimeter Setting:	30.22 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dallas, TX (RBD)	Type of Flight Plan Filed:	None
Destination:	Dallas, TX (RBD)	Type of Clearance:	VFR
Departure Time:	1015 CST	Type of Airspace:	Class D

Airport Information

Airport:	DALLAS EXECUTIVE (RBD)	Runway Surface Type:	Asphalt
Airport Elevation:	659 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3800 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor		

Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Adopted Date:	04/05/2016
Additional Participating Persons:	Shane Olsen; FAA; Irving, TX		
Publish Date:	04/05/2016		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92735		

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.

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