



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Dallas, TX | Accident Number: | GAA16CA133 |
| Date & Time: | 02/03/2016, 1100 CST | Registration: | N61429 |
| Aircraft: | NORTH AMERICAN P 51 | 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.

Flight Events

Landing - Landing gear not configured

Landing - Abnormal runway contact

Landing - Runway excursion

Probable Cause

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-Aircraft systems-Landing gear system-Gear extension and retract sys-Not used/operated - C

Personnel issues-Task performance-Use of equip/info-Use of checklist-Pilot - C

Personnel issues-Psychological-Attention/monitoring-Task monitoring/vigilance-Pilot

Pilot Information

| | | | |
|----------------------------------|--|------------------------------|----------|
| Certificate: | Commercial | Age: | 51 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|---|--|-----------------------------|-----------------|
| Aircraft Manufacturer: | NORTH AMERICAN | Registration: | N61429 |
| Model/Series: | P 51 C | Engines: | 1 Reciprocating |
| Operator: | AMERICAN AIR POWER HERITAGE FLYING MUSE | Engine Manufacturer: | ROLLS ROYCE |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | V-1650-7 |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|----------------------------------|-------------------------------------|------------------------------|
| Observation Facility, Elevation: | KRBD, 658 ft msl | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | 13 knots/ 22 knots, 330° |
| Temperature: | 6°C / -4°C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Dallas, TX (RBD) | Destination: | Dallas, TX (RBD) |

Airport Information

| | | | |
|-----------------------------|------------------------|----------------------------------|---------|
| Airport: | DALLAS EXECUTIVE (RBD) | Runway Surface Type: | Asphalt |
| Runway Used: | 35 | Runway Surface Condition: | Dry |
| Runway Length/Width: | 3800 ft / 150 ft | | |

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 |

Administrative Information

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|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | Jackie L Vanover | Adopted 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.

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.