



National Transportation Safety Board Aviation Accident Data Summary

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

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

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KRBD, 658 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	13 knots / 22 knots, 330°
Temperature:	6°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
Latitude, Longitude:	32.679444, -96.866111 (est)		

Administrative Information

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.