



National Transportation Safety Board Aviation Accident Final Report

Location:	Sacramento, CA	Accident Number:	LAX06CA028
Date & Time:	10/26/2005, 1825 PST	Registration:	N888DV
Aircraft:	Learjet 25D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

The crew landed with the landing gear in the retracted position. While the airplane was on the base leg of the traffic pattern, the pilot heard a helicopter pilot make a transmission over the common radio frequency. As he completed the before landing checklist the pilot searched for the helicopter that he heard over the radio. During the landing flare he realized something was amiss and looked down at the instrument panel. He noticed that the landing gear lights were illuminated red. Just prior to contacting the runway surface he reached for the landing gear handle and manipulated it in the down position. The airplane made a smooth touchdown with the landing gear in the retracted position. The pilot stated that he did not make the proper check for the gear extension due to the timing of the helicopter distraction. The pilot reported no preimpact mechanical malfunctions or failures with the airplane or engine, stating that the accident was the result of pilot error.

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 and to verify they were in the down and locked position prior to touchdown. A related factor was his diverted attention.

Findings

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

Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) GEAR DOWN AND LOCKED - NOT VERIFIED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	61, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1	Last FAA Medical Exam:	02/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	17500 hours (Total, all aircraft), 1100 hours (Total, this make and model), 130 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	Age:	, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 1	Last FAA Medical Exam:	08/01/2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	20000 hours (Total, all aircraft), 70 hours (Total, this make and model), 70 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Learjet	Registration:	N888DV
Model/Series:	25D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	370
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Turbo Jet
Airframe Total Time:		Engine Manufacturer:	General Electric
ELT:		Engine Model/Series:	CJ610-8
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sacramento, CA (MHR)	Type of Flight Plan Filed:	None
Destination:	Sacramento, CA (MCC)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Mc Clellan Airfield (MCC)	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	10600 ft / 200 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	38.667500, -121.400556

Administrative Information

Investigator In Charge (IIC): Zoe Keliher **Report Date:** 02/28/2006

Additional Participating Persons: ; Federal Aviation Administration; Sacramento, CA

Publish Date:

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

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](#).