



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Sacramento, CA	<b>Accident Number:</b>	LAX06CA028
<b>Date &amp; Time:</b>	10/26/2005, 1825 PST	<b>Registration:</b>	N888DV
<b>Aircraft:</b>	Learjet 25D	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Engineer	<b>Age:</b>	61
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	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

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	
<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>	
<b>Flight Time:</b>	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

<b>Aircraft Manufacturer:</b>	Learjet	<b>Registration:</b>	N888DV
<b>Model/Series:</b>	25D	<b>Engines:</b>	2 Turbo Jet
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	General Electric
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	CJ610-8
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	, 180°
<b>Temperature:</b>	24° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Sacramento, CA (MHR)	<b>Destination:</b>	Sacramento, CA (MCC)

## Airport Information

<b>Airport:</b>	Mc Clellan Airfield (MCC)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	16	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	10600 ft / 200 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Zoe Keliher	<b>Adopted Date:</b>	02/28/2006
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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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