



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	OAKDALE, CA	<b>Accident Number:</b>	LAX98LA105
<b>Date &amp; Time:</b>	03/04/1998, 1350 PST	<b>Registration:</b>	N37BL
<b>Aircraft:</b>	Learjet 23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The pilot stated in his accident report that there was no crew action to extend the landing gear prior to touchdown.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the flight crew to extend the landing gear before landing.

## Findings

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Occurrence #1: WHEELS UP LANDING  
Phase of Operation: LANDING

### Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - FLIGHTCREW

## Factual Information

On March 4, 1998, at 1350 hours Pacific standard time, a Learjet 23, N37BL, was substantially damaged when it landed gear up at the Oakdale, California, airport. The airline transport pilot and check pilot, the sole occupants, were not injured and no property damage occurred. The flight was operating under 14 CFR Part 91 on a familiarization and training flight. Visual meteorological conditions prevailed and no flight plan was filed.

The pilot stated in his report "the landing gear was never extended and the aircraft was landed with the gear retracted."

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/05/1998
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	5200 hours (Total, all aircraft), 20 hours (Total, this make and model), 4800 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Learjet	Registration:	N37BL
Model/Series:	23 23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	069
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	01/29/1998, Annual	Certified Max Gross Wt.:	12499 lbs
Time Since Last Inspection:	2 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	6747 Hours	Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CJ-610
Registered Owner:	C.G. AVIATION	Rated Power:	2950 lbs
Operator:	PAC WEST AIRLINES	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	SIERRA WEST AIRLINES	Operator Designator Code:	VPOA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16 ° C
Precipitation and Obscuration:			
Departure Point:	STOCKTON, CA (SCK)	Type of Flight Plan Filed:	None
Destination:	, CA (O27)	Type of Clearance:	None
Departure Time:	1325 PST	Type of Airspace:	Class E

## Airport Information

Airport:	OAKDALE (O27)	Runway Surface Type:	Asphalt
Airport Elevation:	234 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	3020 ft / 75 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:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WELDON T ARMSTRONG	Report Date:	06/26/1998
Additional Participating Persons:	JAMES MURRAY; FRESNO, CA		
Publish Date:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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](#).