



Aviation Investigation Final Report

Location:	Spencer, Iowa	Accident Number:	GAA18CA412
Date & Time:	June 29, 2018, 16:30 Local	Registration:	N67CD
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot in the retractable-landing gear-equipped airplane, he did not extend the landing gear before landing. He reported that he became distracted while communicating with other aircraft and controlling the airplane in the gusting wind conditions. Further, he did not realize that what he perceived as the stall warning horn was actually the landing gear unsafe warning horn. He added that the accident could have been prevented by repeating his GUMPFS checklist on final and checking to ensure that the three green landing gear safe lights were illuminated.

The airplane sustained substantial damage to the lower fuselage bulkheads and spar carry-through.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 before landing. Contributing to the accident were the pilot's failure to use the Before Landing checklist due to being distracted while communicating with other aircraft and controlling the airplane in the gusting wind conditions.

Findings

Personnel issues	Use of equip/system - Pilot
Aircraft	Landing gear selector - Not used/operated
Personnel issues	Use of checklist - Pilot
Personnel issues	Attention - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Private	Age:	63,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	March 21, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 3, 2017
Flight Time:	(Estimated) 387.2 hours (Total, all aircraft), 144.1 hours (Total, this make and model), 237.3 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 10.1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N67CD
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:	1990	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	E-2554
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 3, 2017 Annual	Certified Max Gross Wt.:	3286 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3300.8 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	IO-550-B
Registered Owner:		Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMDS,1716 ft msl	Distance from Accident Site:	97 Nautical Miles
Observation Time:		Direction from Accident Site:	303°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Sioux City, IA (SUX)	Type of Flight Plan Filed:	None
Destination:	Spencer, IA (SPW)	Type of Clearance:	VFR
Departure Time:	16:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	SPENCER MUNI SPW	Runway Surface Type:	Concrete
Airport Elevation:	1339 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5100 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.165554,-95.202774(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Mike Newhall ; FAA; Des Moines, IA
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97734

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.

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