



Aviation Investigation Final Report

Location:	Evanston, Wyoming	Accident Number:	GAA18CA462
Date & Time:	July 29, 2018, 14:45 Local	Registration:	N7893P
Aircraft:	Piper PA24	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the retractable landing gear-equipped airplane reported that, during the cross-country flight, the autopilot failed, and he struggled to use the sectional charts. He added that heat and wind made the flight uncomfortable, and smoke from wildland fires decreased visibility to about 5 statute miles, so he decided to land. He completed some of the GUMPS (gas [proper tank selected], undercarriage [gear down], mixture [full mix for landing], and propeller [high rpm setting]) checklist and decided not to extend the landing gear to have better control. Upon arrival at the airport, he decided to leave the landing gear retracted as he searched for the windsock on the airport, but he could not find it. Subsequently, he attempted to contact the airport on the Unicom frequency, but he later determined that he had used an incorrect frequency. He decided to land on runway 5, which he later identified was the incorrect runway given the wind direction. He forgot to extend the landing gear before landing.

The airplane sustained substantial damage to the longerons and bulkheads.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 during landing. Contributing to the accident were the pilot's distraction and his failure to complete the appropriate checklist before landing.

Findings

Personnel issues	Use of equip/system - Pilot
Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Use of checklist - Pilot
Personnel issues	Attention - Pilot

Factual Information

History of Flight

Enroute	Miscellaneous/other
Landing	Landing gear not configured (Defining event)

Pilot Information

Certificate:	Private	Age:	80,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 11, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 17, 2018
Flight Time:	(Estimated) 2356.1 hours (Total, all aircraft), 1575 hours (Total, this make and model), 2307.3 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7893P
Model/Series:	PA24 250	Aircraft Category:	Airplane
Year of Manufacture:	1962	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-3122
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 11, 2018 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4000 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540 SER
Registered Owner:		Rated Power:	250 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEVW,7163 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:53 Local	Direction from Accident Site:	122°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	29°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rawlins, WY (KRWL)	Type of Flight Plan Filed:	None
Destination:	Compton, CA (KCPM)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Evanston-Uinta County Burns Fi EVW	Runway Surface Type:	Asphalt
Airport Elevation:	7143 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	7300 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.274723,-111.034721(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Lindsey Carlson; FAA; Salt Lake, UT John Cosenza; FAA; Salt Lake, UT
Original Publish Date:	June 10, 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=97969

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