



Aviation Investigation Final Report

Location:	Ankeny, Iowa	Accident Number:	CEN23LA192
Date & Time:	May 20, 2023, 11:05 Local	Registration:	N42JM
Aircraft:	NORTH AMERICAN-BUEHN T-6G	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported he completed the landing checklist on the downwind leg and confirmed that the landing gear was extended via the cockpit landing gear indicator lights. Additionally, he saw that the landing gear locking pins were engaged. On final approach, the pilot intended to move the flap control lever to the "full down" position; however, he inadvertently moved the landing gear control lever from the "down" position. The pilot did not perform a visual gear down check on short final. The airplane touched down with its main landing gear retracted and came to a stop on the runway. The pilot and his passenger exited the airplane and a post-accident fire ensued. The fuselage and left wing were substantially damaged by the fire. 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 inadvertent retraction of the landing gear control lever, resulting in a gear-up landing on the runway.

Findings

Aircraft	Main landing gear - Unintentional use/operation
Personnel issues	Incorrect action selection - Pilot

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 5, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 11, 2022
Flight Time:	(Estimated) 1958 hours (Total, all aircraft), 13 hours (Total, this make and model), 1892 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	NORTH AMERICAN-BUEHN	Registration:	N42JM
Model/Series:	T-6G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Aerobatic	Serial Number:	182-735
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5870 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pratt and Whitney
ELT:	Installed, not activated	Engine Model/Series:	R1340
Registered Owner:	On file	Rated Power:	600 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:	KIKV, 910 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:15 Local	Direction from Accident Site:	143°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.3 inches Hg	Temperature/Dew Point:	16°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ames Munciple Airport, IA (AMW)	Type of Flight Plan Filed:	None
Destination:	Ankeny, IA (IKV)	Type of Clearance:	None
Departure Time:	10:40 Local	Type of Airspace:	Class E

Airport Information

Airport:	Ankeny municipal Airport KIKV	Runway Surface Type:	Concrete
Airport Elevation:	910 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 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:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.691347,-93.566349(est)

Administrative Information

Investigator In Charge (IIC): Galbraith, Damian

Additional Participating Persons:

Original Publish Date: July 7, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=192210>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).