



National Transportation Safety Board Aviation Accident Final Report

Location:	Muscle Shoals, AL	Accident Number:	NYC08CA073
Date & Time:	12/12/2007, 1929 CST	Registration:	N112ED
Aircraft:	Piper PA-31T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While conducting an instrument approach, the pilot of a Piper PA-31T crossed the initial approach fix and descended to 2,300 feet, per the instrument approach procedure. Upon reaching the final approach fix, he then selected 1,200 feet in the altitude preselect and almost simultaneously visually acquired the runway and visual approach slope indicator. The pilot then "became distracted," and "forgot to extend the [landing] gear." He then fully extended the wing flaps, but the power setting remained above the "trigger point" for the landing gear warning horn. The airplane touched down with the landing gear retracted and was substantially damaged.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's failure to lower the landing gear.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	58, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	09/01/2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	11/01/2007
Flight Time:	10127 hours (Total, all aircraft), 1500 hours (Total, this make and model), 8768 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N112ED
Model/Series:	PA-31T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31T-8020060
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	12/01/2007, Continuous Airworthiness	Certified Max Gross Wt.:	9000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	2823.4 Hours as of last inspection	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	Installed, not activated	Engine Model/Series:	PT6A-28
Registered Owner:	E. H. Darby DBA	Rated Power:	620 hp
Operator:	DARBY AVIATION	Operating Certificate(s) Held:	
Operator Does Business As:	Alpha Jet International	Operator Designator Code:	YDBA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	MSL, 550 ft msl	Distance from Accident Site:	
Observation Time:	1920 CST	Direction from Accident Site:	
Lowest Cloud Condition:	Thin Overcast / 1700 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	10° C / 6° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Worth, TX (FTW)	Type of Flight Plan Filed:	IFR
Destination:	Muscle Shoals, AL (MSL)	Type of Clearance:	IFR
Departure Time:	1734 CST	Type of Airspace:	

Airport Information

Airport:	Muscle Shoals (MLS)	Runway Surface Type:	Asphalt
Airport Elevation:	550 ft	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	Global Positioning System
Runway Length/Width:	6693 ft / 150 ft	VFR Approach/Landing:	Straight-in

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:	34.745278, -87.610278

Administrative Information

Investigator In Charge (IIC):	Todd G Gunther	Report Date:	02/28/2008
Additional Participating Persons:	Warren Green; FAA/FSDO; Birmingham, AL		
Publish Date:	06/17/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).