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Medivac Landed Gear up

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Bering Air Medevac Flight N363JH October 20 & 21 2017 Landed Gear up

Reported for duty at approximately 1830 AST. We were on weather hold. I waited for about 3 hours with hopes of the weather improving. I called David Olson (D.O.) with request to go home and get some rest. David Olson said "Yes, go home and get some rest. When the weather improves Night Dispatch will call you. It was about 2130 AST when I arrived at my home, I went to bed and slept until receiving call from night dispatch at 0113. We departed OME 0320 AST with two Medics and a patient.

The sequence of the flight:

Departure at OME was normal.

En-route from OME to ANC was normal

Descent into the ANC Class C outer band was normal

After being handed off to Anchorage approach by Anchorage Center. I received clearance to descend to 6,000 ft followed with a vector heading and descent clearance to 2,000 ft. As I was descending through approximately 4,000 Ft I got the airport in sight and I requested a visual approach; However The controller (ANC approach) didn't respond to my request so I requested a visual approach again, however the controller gave me a vector for the ILS RW 7R. My airspeed was about 210 KTS indicated airspeed (however the groundspeed was somewhat higher due to the tailwind). I joined the final approach course and was cleared to land. I believe I was given a vector HDG that was too close to the final approach fix and I went through it and received a HDG to re-establish myself on the final approach course and unfortunately landed with the Gear Up. I was aware that I had a gear up landing, I reached for the condition levers and moved them to idle cutoff. Upon touchdown we skidded on the Belly Pod (I was able to keep the airplane close to the centerline until much of the speed had bled off). At about 30 KTS I lost control and somehow managed to miss the runway lights.



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Mitigating factors

1. Long duty period (13 hours) I felt clear and alert at the beginning of the flight, however my alertness began to diminish at the beginning of the arrival phase of the flight.
2. I failed to manage my rest accordingly; I went to sleep at about 10:00 PM Oct19th and slept till between 10:30 AM to 11AM Oct 20th. I

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2. I failed to manage my rest accordingly; I went to sleep at about 10:00 PM Oct19th and slept till between 10:30 AM to 11AM Oct 20th. I Tried to take an afternoon nap from about 3 PM to around 5pm (I rested But I don't think this was quality sleep).
3. I failed to manage the cockpit accordingly. Had I selected flaps beyond Approach flaps I would have received a gear handle light and a warning Horn.
4. I failed to check for the 3 gear down and locked lights.
5. I am feeling very comfortable in the BE 20; however I allowed for Complacency to set in.

Please understand that I am not trying make up excuses for the incident or accident. I am solely responsible for what happened and there is no excuse. However I have been replaying in my mind over and over what occurred **I am focused on getting back to one the most important preflight item; and that is "the preflight of myself"**

Some of the items are:

1. Personal wellness check
2. Did I get enough rest
3. Am I hydrated enough
4. Are there problems at home
5. Are there problems with work
6. Have you consumed Alcohol within the last 12 hours
7. Are you using any prescription drugs? (most are a no-go)
8. **Do I feel fatigued ! Fatigue affects pilots much like alcohol; but is much more sneaky before it becomes a serious factor which can impair the pilot's judgment.**

I am ashamed about what occurred. Last week I could proudly boast 23,000 hours without damaging any aircraft that I have flown.



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