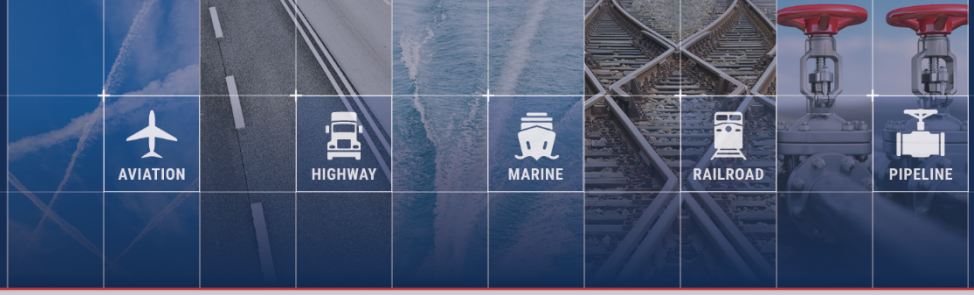

Aviation Investigation Final Report

Location:	Denver, Colorado	**Accident Number:**	CEN21LA248
Date & Time:	June 2, 2021, 20:00 Local	**Registration:**	N219VP
Aircraft:	Beech 1900	**Aircraft Damage:**	Substantial
Defining Event:	Landing gear not configured	**Injuries:**	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot stated that, on final approach, he lowered the landing gear, placed the propeller controls forward, confirmed that the landing gear position indicator lights illuminated green, and completed the before landing checklist. He stated that he felt the drag associated with the gear being extended, but the airplane was not slowing as much as usual. As the airplane crossed the runway threshold, the pilot heard radio transmissions from the controller and another airplane to check the landing gear configuration, and he stated that he saw three green lights. He reported that the landing was smooth and felt normal; however, the airplane settled onto the runway and within a few seconds, the propellers impacted the ground.

Airport surveillance video indicated that the airplane's landing gear remained fully retracted during the approach and over the runway just before touchdown. Postaccident examination of the landing gear and landing gear indicating/warning system revealed no anomalies that would have precluded normal operation. The circumstances of the accident are consistent with the pilot's failure to properly configure the landing gear before landing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to properly configure the airplane for landing, which resulted in a gear-up landing.

Findings

Aircraft	Main landing gear - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
Landing	Abnormal runway contact
Landing	Collision with terr/obj (non-CFIT)

On June 2, 2021, at 2000 mountain daylight time, a Beech 1900, N219VP, was substantially damaged when it was involved in an accident near Denver, Colorado. The airline transport pilot was uninjured. The airplane was operated by Alpine Air Express as a Title 14 *Code of Federal Regulations* Part 135 on-demand cargo flight.

The pilot stated that, on final approach to Denver International Airport (DEN), Denver, Colorado, he lowered the landing gear, placed the propeller controls forward, confirmed that the landing gear position indicator lights illuminated green, and completed the before landing checklist. He said that he felt the drag associated with the gear being extended, but the airplane was not slowing as much as usual. He said that he planned his approach to land at the furthest point of the touchdown zone to clear the runway for traffic behind him. As the airplane crossed the runway threshold, the pilot heard a transmission from the controller to check gear down. He believed that a transmission from an aircraft also told him to check that the landing gear was down. He said that he looked at the landing gear control handle and confirmed three green lights while the airplane was touching down. He reported that the landing was smooth and felt normal, but within a few seconds, the propellers impacted the ground.

Airport surveillance video showed the airplane approach runway 17R with the landing gear fully retracted. All landing gear remained retracted while the airplane was over the runway and just prior to touchdown.

Postaccident examination of the airplane under the supervision of the Federal Aviation Administration revealed that the airplane wing flaps were retracted. The airplane sustained substantial damage that included damage to the bottom fuselage lateral bulkheads and stringers. Examination of the landing gear and landing gear indicating/warning system revealed no anomalies that would have precluded normal operation.

Pilot Information

Certificate:	Airline transport	**Age:**	34,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane; Helicopter	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	January 22, 2021
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	January 22, 2021
Flight Time:	3905 hours (Total, all aircraft), 816 hours (Total, this make and model), 2015 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N219VP
Model/Series:	1900	**Aircraft Category:**	Airplane
Year of Manufacture:	1984	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	UB-14
Landing Gear Type:	Retractable - Tricycle	**Seats:**	19
Date/Type of Last Inspection:	Continuous airworthiness	**Certified Max Gross Wt.:**	16600 lbs
Time Since Last Inspection:		**Engines:**	2 Turbo prop
Airframe Total Time:	41944.3 Hrs at time of accident	**Engine Manufacturer:**	Pratt & Whitney
ELT:	Installed, not activated	**Engine Model/Series:**	PT6A-65B
Registered Owner:	Alpine Air Express	**Rated Power:**	1100
Operator:	Alpine Air Express	**Operating Certificate(s) Held:**	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	DEN,5434 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	19:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Few / 12000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	100°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.1 inches Hg	**Temperature/Dew Point:**	19°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rawlins, WY (RWL)	**Type of Flight Plan Filed:**	IFR
Destination:	Denver, CO	**Type of Clearance:**	IFR
Departure Time:	18:44 Local	**Type of Airspace:**	Class B

Airport Information

Airport:	Denver International Airport DEN	**Runway Surface Type:**	Concrete
Airport Elevation:	5434 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	17R	**IFR Approach:**	Visual
Runway Length/Width:	12000 ft / 150 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	39.861667,-104.67316(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Randy Kind; Federal Aviation Administration; DEN FSDO; Denver, CO Chuck Dubell; Alpine Air Express; Provo, UT
Original Publish Date:	August 19, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=103212