



# Aviation Investigation Final Report

<b>Location:</b>	Denver, Colorado	<b>Accident Number:</b>	CEN21LA248
<b>Date &amp; Time:</b>	June 2, 2021, 20:00 Local	<b>Registration:</b>	N219VP
<b>Aircraft:</b>	Beech 1900	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Landing gear not configured (Defining event)
<b>Landing</b>	Abnormal runway contact
<b>Landing</b>	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

<b>Certificate:</b>	Airline transport	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 22, 2021
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 22, 2021
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

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

## Wreckage and Impact Information

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

## Administrative Information

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

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).