



Aviation Investigation Final Report

Location:	BELEN, New Mexico	Accident Number:	DEN85LA080
Date & Time:	February 17, 1985, 13:10 Local	Registration:	N6381F
Aircraft:	CESSNA 337	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT LANDED GEAR UP DURING A PRACTICE OF TOUCH AND GO LANDINGS. THE PRIVATE PLT CHANGED HIS CHOICE OF RWYS DURING THE APPROACH. IN A POST ACCIDENT INTERVIEW HE STATED THAT HE RAISED THE LNDG GEAR & FORGOT TO RE-EXTEND IT AFTER WSTABLISHING A NEW APPROACH PATTERN FOR THE NEXT LNDG ON RWY 03. THE PREVIOUS LNDGS WERE ON RWY 21. THE WIND WAS REPORTED AS FROM 360 DEGS AT 05 KTS WITH GUSTS TO 10 KTS. THE PLT REPORTED ON HIS WRITTEN FORM THAT THERE WAS 'NOT MUCH WIND AND NO TRAFFIC'. HIS RECOMMENDATION--'NEVER FAIL TO DO A GUMP CHECK BEFORE LANDING'. THIS ACCIDENT OCCURRED AT AN UNCONTROLLED (UNMANNED/NON-EXISTANT TWR) ARPT.

Probable Cause and Findings

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

Findings

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

- Findings
1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

3. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. (C) PROCEDURES/DIRECTIVES - POOR - PILOT IN COMMAND
5. (C) PLANNED APPROACH - CONFLICTING - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	54, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 3, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	460 hours (Total, all aircraft), 273 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6381F
Model/Series:	337 337	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3370381
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	October 18, 1984 Annual	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2000 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C
Registered Owner:	CENTERLINE AIRCRAFT	Rated Power:	210 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALBUQUERQUE , NM (ABQ)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	12:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	ALEXANDER E80	Runway Surface Type:	Asphalt
Airport Elevation:	5183 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	4800 ft / 60 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:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.649284,-106.770668(est)

Administrative Information

Investigator In Charge (IIC): Mucho, Gary

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16637>

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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](#).