



Aviation Investigation Final Report

Location:	WAHPETON, North Dakota	Accident Number:	DEN87LA073
Date & Time:	March 26, 1987, 18:30 Local	Registration:	N6550U
Aircraft:	MOONEY M20C	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

A CFI AND A DUAL STUDENT WERE MAKING PRACTICE LANDINGS. ON THE SIXTH LANDING, THE STUDENT FAILED TO LOWER THE LANDING GEAR. THE CFI DID NOT NOTICE THAT THE ACFT DID NOT HAVE LANDING GEAR EXTENDED. THE ACFT LANDED WITH GEAR FULLY RETRACTED.

Probable Cause and Findings

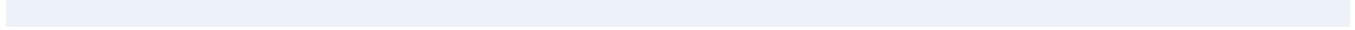
The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) TERRAIN CONDITION - RUNWAY
2. (C) CHECKLIST - NOT USED - DUAL STUDENT
3. (C) LACK OF RECENT TOTAL EXPERIENCE - DUAL STUDENT
4. (C) CHECKLIST - NOT CORRECTED - PILOT IN COMMAND(CFI)
5. (C) LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND(CFI)
6. (C) WHEELS UP LANDING - INADVERTENT - DUAL STUDENT
7. (C) COMPLACENCY - PILOT IN COMMAND(CFI)
8. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)



Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	32, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 29, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	572 hours (Total, all aircraft), 32 hours (Total, this make and model), 439 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N6550U
Model/Series:	M20C M20C	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2333
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 1, 1986 Annual	Certified Max Gross Wt.:	2575 lbs
Time Since Last Inspection:	3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3155 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	GERRY BECK	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:	TRI STATE AVIATION	Operator Designator Code:	LPSG

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WAHPETON , ND (D63)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:24 Local	Type of Airspace:	Class G

Airport Information

Airport:	WAHPETON HARRY STERN D63	Runway Surface Type:	Asphalt
Airport Elevation:	967 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	4400 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	46.260581,-96.600517(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	JIM AADLAND; FARGO , ND
Original Publish Date:	May 9, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=17180

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](#).