



# Aviation Investigation Final Report

<b>Location:</b>	PORTER, Texas	<b>Accident Number:</b>	FTW95LA133
<b>Date &amp; Time:</b>	March 8, 1995, 18:00 Local	<b>Registration:</b>	N2621S
<b>Aircraft:</b>	CESSNA 337C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT INADVERTENTLY LANDED THE AIRPLANE GEAR-UP. THE PILOT REPORTED THAT HE WAS DISTRACTED BY A FLAPPING NOISE AND FORGOT TO VISUALLY CHECK THE POSITION OF THE LANDING GEAR. HE TOLD HIS MECHANIC THAT THERE WAS NOTHING WRONG WITH THE LANDING GEAR SYSTEM. A STRUCTURAL BOX BEAM WAS DAMAGED DURING GROUND SLIDE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO EXTEND THE LANDING GEAR. FACTORS WERE HIS FAILURE TO USE A CHECKLIST AND HIS DIVERTED ATTENTION.

## Findings

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

### Findings

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

## Factual Information

On March 8, 1995, at 1800 central standard time, a Cessna 337C, N2621S, was substantially damaged while landing at the Williams Airport, near Porter, Texas. The private pilot and his passenger were not injured. Visual meteorological conditions prevailed for the personal flight.

According to a witness at the airport, the airplane made the approach with the landing gear retracted. During the flare, the pilot started to add power just before the propeller blades contacted the asphalt runway.

The pilot told his mechanic that there was nothing wrong with the landing gear system, and that he recalled hearing the landing gear unsafe warning horn during the flare to land. Between one quarter to one half inch of material was ground off a structural box beam on the belly of the aircraft during the ground slide.

In the enclosed pilot/operator report, the pilot stated that he put the gear down and "something flapping distracted his attention, and while looking for the unusual noise, he forgot to visually check the landing gear."

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, 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>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	February 10, 1995
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	397 hours (Total, all aircraft), 80 hours (Total, this make and model), 291 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2621S
<b>Model/Series:</b>	337C 337C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	337-0921
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 7, 1995 Annual	<b>Certified Max Gross Wt.:</b>	4400 lbs
<b>Time Since Last Inspection:</b>	21 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2421 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-C
<b>Registered Owner:</b>	B & J WORRELL FLYING SERVICE	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	IAH ,100 ft msl	<b>Distance from Accident Site:</b>	12 Nautical Miles
<b>Observation Time:</b>	18:50 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	13°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(9XS2)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	WILLIAMS AIRPORT 9XS2	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	122 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2700 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	30.099121,-95.290229(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Casanova, Hector
<b>Additional Participating Persons:</b>	RICHARD C BORG; HOUSTON , TX
<b>Original Publish Date:</b>	August 23, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=19365">https://data.nts.gov/Docket?ProjectID=19365</a>

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