



# Aviation Investigation Final Report

<b>Location:</b>	EDEN PRAIRIE, Minnesota	<b>Accident Number:</b>	CHI99LA315
<b>Date &amp; Time:</b>	August 30, 1999, 11:45 Local	<b>Registration:</b>	N6606P
<b>Aircraft:</b>	Piper PA-24-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The airplane made a gear up landing. Visual meteorological conditions prevailed at the time of the accident. In a written statement, the pilot said that he 'forgot to put the gear down.' At a postaccident examination, the airplane landing gear extended under its own power while the aircraft was supported on jacks.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of the pilot to follow the landing checklist and his failure to extend the landing gear.

### Findings

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

- Findings
1. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
  2. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

## Factual Information

On August 30, 1999, at 1145 central daylight time, a Piper PA-24-180, N6606P, piloted by a private pilot sustained substantial damage during a gear up landing on runway 27R (3,599 feet by 75 feet, dry/asphalt) at the Flying Cloud Airport, Eden Prairie, Minnesota. Visual meteorological conditions prevailed at the time of the accident. The personal flight was conducted under the provisions of 14 CFR Part 91 and was on a visual flight rules (VFR) flight plan. The pilot, who was the sole occupant, reported no injuries. The flight originated from the Fond Du Lac County Airport, Fond Du Lac, Wisconsin, about 1000 and was en route to the Flying Cloud Airport.

In a written statement, the pilot said that he "forgot to put the gear down."

At a postaccident examination, the airplane landing gear extended under its own power while the aircraft was supported on jacks.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<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, 1999
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2761 hours (Total, all aircraft), 528 hours (Total, this make and model), 2761 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N6606P
<b>Model/Series:</b>	PA-24-180 PA-24-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-1728
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 5, 1999 Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	71 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3873 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-360
<b>Registered Owner:</b>	AIR FLITE	<b>Rated Power:</b>	180 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>	FCM ,906 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 4300 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	18°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	FOND DU LAC , WI (FLD )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	(FCM )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	FLYING CLOUD AIRPORT FCM	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	906 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3599 ft / 75 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>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.9206,-93.400962(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	JOHN VERGENZ; MINNEAPOLIS , MN
<b>Original Publish Date:</b>	July 2, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=47184">https://data.ntsb.gov/Docket?ProjectID=47184</a>

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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](#).