



# Aviation Investigation Final Report

<b>Location:</b>	Kutztown, Pennsylvania	<b>Accident Number:</b>	NYC04LA086
<b>Date &amp; Time:</b>	November 25, 2003, 16:00 Local	<b>Registration:</b>	N5406P
<b>Aircraft:</b>	Piper PA-24-250	<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

During the rollout after landing, the pilot turned off the landing lights, turned off the fuel pump, and after raising the flaps, the landing gear retracted and the airplane settled on to the ground. The pilot did not recall if he raised the landing gear selector lever, and did not check its position after the accident. After the accident, the pilot had the airplane removed from the runway and placed into a hangar, where it was discovered about 3 months later by a Federal Aviation Administration (FAA) inspector conducting routine surveillance at the airport.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent retraction of the landing gear on the ground.

## Findings

Occurrence #1: GEAR RETRACTION ON GROUND  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

## Factual Information

On November 25, 2003, about 1600 eastern standard time, a Piper PA-24-250, N5406P, was substantially damaged while landing at the Kutztown Airport (N31), Kutztown, Pennsylvania. The certificated private pilot was not injured. Visual meteorological conditions prevailed, and no flight plan was filed for the local personal flight conducted under 14 CFR Part 91.

According to the pilot, after landing on runway 28, a 2,221-foot long asphalt runway, during the rollout, he turned off the landing lights, turned off the fuel pump, and after raising the flaps, the landing gear retracted and the airplane settled on to the ground.

The pilot did not recall if he raised the landing gear selector lever, and did not check its position after the accident.

After the accident, the pilot had the airplane removed from the runway and placed into a hangar, where it was discovered about 3 months later by a Federal Aviation Administration (FAA) inspector conducting routine surveillance at the airport.

Examination of the wreckage by the FAA inspector revealed substantial damage to the fuselage.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	June 17, 2002
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	May 8, 2002
<b>Flight Time:</b>	1505 hours (Total, all aircraft), 808 hours (Total, this make and model), 1345 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N5406P
<b>Model/Series:</b>	PA-24-250	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	24-460
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 17, 2002 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	6 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4261 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540
<b>Registered Owner:</b>	Transportation Skills Programs Inc.	<b>Rated Power:</b>	250 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RDG,344 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	15:54 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<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>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	4°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kutztown, PA (N31 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(N31 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Kutztown Airport N31	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	500 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2485 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## 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>	40.503334,-75.786941

## Administrative Information

**Investigator In Charge (IIC):** Demko, Stephen  
**Additional Participating Persons:** Jerry Henninger; FAA; Allentown, PA

**Original Publish Date:** January 24, 2005

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=58882>

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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](#).