



Aviation Investigation Final Report

Location:	Seattle, Washington	Accident Number:	SEA04CA144
Date & Time:	July 25, 2004, 21:42 Local	Registration:	N663W
Aircraft:	Piper Aerostar 602P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane landed gear-up and the pilot reported, in part, "...Seattle approach assigned the visual approach into Boeing Field runway 31L and sequenced me between a Lear and a Citation requesting that I keep hold speed at 160 knots until DUANE intersection." During the approach the pilot was handed off to Boeing tower and was cleared for the visual approach. He reported "As I approached I slowed to gear extension speed and thought I had extended my gear (I had actually actuated my flaps)." Shortly thereafter, the airplane landed on runway 31L with the landing gear retracted. The pilot reported that there were no mechanical malfunctions or failures with the airplane that may have contributed to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The landing gear extension not performed by the pilot.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING

Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND



Factual Information

On July 25, 2004, about 2142 Pacific daylight time, a Piper Aerostar 602P, N663W, sustained substantial damage during a wheels-up landing on runway 31L at the Boeing-King County International Airport (BFI), Seattle, Washington. The airplane is owned by the pilot, and was being operated as a cross-country flight under the provisions of Title 14 CFR Part 91 when the accident occurred. Visual meteorological conditions prevailed at the time of the accident. The commercial pilot and passenger were not injured. The flight originated at Sandpoint, Idaho, approximately 1 hour and 20 minutes prior to the accident.

In a written statement, the pilot reported, in part, "...Seattle approach assigned the visual approach into Boeing Field runway 31L and sequenced me between a Lear and a Citation requesting that I keep hold speed at 160 knots until DUANE intersection." During the approach the pilot was handed off to Boeing tower and was cleared for the visual approach. He reported "As I approached I slowed to gear extension speed and thought I had extended my gear (I had actually actuated my flaps)." Shortly thereafter, the airplane landed on runway 31L with the landing gear retracted.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that may have contributed to the accident.

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	October 7, 2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	982 hours (Total, all aircraft), 325 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N663W
Model/Series:	Aerostar 602P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	62P09298165052
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	TIO-540
Registered Owner:	James T. Kajiya	Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sandpoint, ID (KSZT)	Type of Flight Plan Filed:	IFR
Destination:	Seattle , WA (BFI)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	BOEING FIELD/KING COUNTY INTL BFI	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	31L	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	47.529998,-122.30194

Administrative Information

Investigator In Charge (IIC):	Hogenson, Dennis
Additional Participating Persons:	Bill Shinn; FAA-FSDO; Renton, WA
Original Publish Date:	October 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59736

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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](#).