



Aviation Investigation Final Report

Location:	LOUISVILLE, Kentucky	Accident Number:	ATL83LA369
Date & Time:	September 13, 1983, 20:48 Local	Registration:	N5360G
Aircraft:	BEECH D45(T-34)	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

ABOUT 5 MI OUT, TOWER APPROVED A STRAIGHT-IN FOR RWY 1. AFTER THE PLT EXTENDED THE LANDING GEAR, THE TOWER THEN SUGGESTED RWY 6. THE PLT RETRACTED THE GEAR & BEGAN TO SET UP FOR RWY 6. HOWEVER, SINCE ANOTHER ACFT WAS BEGINNING TO SET UP FOR RWY 19, THE PLT DECIDED TO LAND ON RWY 1. THE PLT STATED HE SIMPLY FORGOT TO RELOWER THE LANDING GEAR.

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) LIGHT CONDITION - DARK NIGHT
2. (C) GEAR EXTENSION - INADVERTENT - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	51, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 14, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1276 hours (Total, all aircraft), 48 hours (Total, this make and model), 1219 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N5360G
Model/Series:	D45(T-34) D45(T-34)	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	BG-54
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	April 15, 1983 100 hour	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	11967 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-4
Registered Owner:	CIVIL AIR PATROL, INC.	Rated Power:	220 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	LOU	Distance from Accident Site:	
Observation Time:	21:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	7 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BARDSTOWN , KY (BRY)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	BOWMAN FIELD LOU	Runway Surface Type:	Concrete
Airport Elevation:	546 ft msl	Runway Surface Condition:	Dry
Runway Used:	1	IFR Approach:	None
Runway Length/Width:	3677 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.219333,-85.680473(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6205>

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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](#).