



Aviation Investigation Final Report

Location:	Jackson, Michigan	Accident Number:	CHI06CA140
Date & Time:	June 6, 2006, 11:07 Local	Registration:	N36262
Aircraft:	Piper PA-32RT-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane sustained substantial damage during a wheels up landing. A post accident examination revealed that the landing gear was operational and no anomalies were detected.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent wheels up landing.

Findings

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

Findings

1. TERRAIN CONDITION - RUNWAY
2. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

The airplane sustained substantial damage during a wheels up landing. A post accident examination revealed that the landing gear was operational and no anomalies were detected.

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	August 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 1, 2005
Flight Time:	1436 hours (Total, all aircraft), 620 hours (Total, this make and model), 1210 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N36262
Model/Series:	PA-32RT-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7885175
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 1, 2005 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1500 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	S AND S AVIATION INC.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	JXN	Distance from Accident Site:	
Observation Time:	10:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 11°C
Precipitation and Obscuration:			
Departure Point:	ANN ARBOR, MI (ARB)	Type of Flight Plan Filed:	None
Destination:	Jackson, MI (JXN)	Type of Clearance:	VFR
Departure Time:	10:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	42.259723,-84.459442

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Arthur A Warner; Detroit, MI, FSDO
Original Publish Date:	October 3, 2006
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=64034

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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](#).