



Aviation Investigation Final Report

Location:	Madison, Mississippi	Accident Number:	DFW07CA132
Date & Time:	June 10, 2007, 17:51 Local	Registration:	N987MD
Aircraft:	Piper PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot failed to extend the landing gear and the airplane landed gear-up. The 7,576-hour private pilot informed local police and the NTSB that he "simply forgot" to extend the landing gear prior to landing on the 4444-foot-long, by 75-foot wide asphalt runway. The single-engine airplane landed on its belly and skidded to a stop before a fire erupted. The pilot and his passenger were able to egress the airplane and were not injured. The pilot, who reported having accumulated 6,626-hours in the same make and model, reported that he did not recall hearing the sound of the landing gear horn prior to touchdown and suspected the horn may have not worked. Examination of the airplane by an FAA inspector revealed that the airplane sustained extensive post impact fire damage, and the landing gear handle was found in the retracted position. The accident occurred at the conclusion of a 45 minute cross-country flight.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) LANDING GEAR - NOT DEPLOYED
2. (F) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: FIRE

Phase of Operation: LANDING - ROLL

Factual Information

The pilot failed to extend the landing gear and the airplane landed gear-up. The 7,576-hour private pilot informed local police and the NTSB that he "simply forgot" to extend the landing gear prior to landing on the 4444-foot-long, by 75-foot wide asphalt runway. The single-engine airplane landed on its belly and skidded to a stop before a fire erupted. The pilot and his passenger were able to egress the airplane and were not injured. The pilot, who reported having accumulated 6,626-hours in the same make and model, reported that he did not recall hearing the sound of the landing gear horn prior to touchdown and suspected the horn may have not worked. Examination of the airplane by an FAA inspector revealed that the airplane sustained extensive post impact fire damage, and the landing gear handle was found in the retracted position. The accident occurred at the conclusion of a 45 minute cross-country flight.

Pilot Information

Certificate:	Private	Age:	85, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 1, 2006
Flight Time:	7576 hours (Total, all aircraft), 6626 hours (Total, this make and model), 7576 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N987MD
Model/Series:	PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21-1107
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 1, 2007 Annual	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:	24.91 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6681.75 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	2D36C28
Registered Owner:	Dr. Curtis Caine	Rated Power:	250 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:	MBO,326 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:30 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	32°C / 18°C
Precipitation and Obscuration:			
Departure Point:	STARKVILLE, MS (STF)	Type of Flight Plan Filed:	None
Destination:	MADISON, MS (MBO)	Type of Clearance:	Traffic advisory
Departure Time:	12:45 Local	Type of Airspace:	

Airport Information

Airport:	BRUCE CAMPBELL FIELD MBO	Runway Surface Type:	Asphalt
Airport Elevation:	326 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	4444 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.436389,-90.101943

Administrative Information

Investigator In Charge (IIC):	Yeager, Leah
Additional Participating Persons:	Harry McGee; Jackson, Mississippi
Original Publish Date:	July 25, 2007
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=65944

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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](#).