



Aviation Investigation Final Report

Location:	West Palm Beach, Florida	Accident Number:	MIA08CA077
Date & Time:	March 5, 2008, 14:30 Local	Registration:	N9126P
Aircraft:	Piper PA24-260	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that he was cleared to land on runway 27 and he did not use the checklist or visually ensure that the landing gear was down. He made a wrong turn and landed gear up on runway 31. Examination of the airplane by the FAA revealed it received structural damage to the bulkhead.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to follow the checklist resulting in a gear up landing.

Findings

Environmental issues	(general) - Not specified
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Private	Age:	57, 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 2 Without waivers/limitations	Last FAA Medical Exam:	April 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 1, 2007
Flight Time:	133 hours (Total, all aircraft), 130 hours (Total, this make and model), 130 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N9126P
Model/Series:	PA24-260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4605
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-540
Registered Owner:	Michael T. Collins	Rated Power:	
Operator:	Michael J. Collins	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPBI, 19 ft msl	Distance from Accident Site:	
Observation Time:	14:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 2900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	24°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Marathon, FL (KMTH)	Type of Flight Plan Filed:	None
Destination:	West Palm Beach, FL (KPBI)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	

Airport Information

Airport:	Palm Beach International KPBI	Runway Surface Type:	Asphalt
Airport Elevation:	19 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	6932 ft / 150 ft	VFR Approach/Landing:	Unknown

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:	26.683055,-80.095558

Administrative Information

Investigator In Charge (IIC):	Smith, Carrol
Additional Participating Persons:	Richard Kraemer; Fort Lauderdale FSDO
Original Publish Date:	April 30, 2008
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=67667

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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](#).