



Aviation Investigation Final Report

Location:	ALTOONA, Pennsylvania	Accident Number:	NYC82DA084
Date & Time:	May 2, 1982, 11:30 Local	Registration:	N975T
Aircraft:	BEECH 35-33	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT BEFORE LANDING, HE PERFORMED HIS COCKPIT DUTIES AND PUT THE GEAR IN THE DOWN POSITION. HOWEVER, HE LOST SIGHT OF ANOTHER AIRCRAFT IN THE TRAFFIC PATTERN AND BECAME PREOCCUPIED WITH TRYING TO LOCATE THE AIRCRAFT. HE WAS ALSO PREOCCUPIED WITH TURBULENT AIR. HE REPORTED THAT HE DID NOT CHECK THE GEAR LIGHT OR THE INDICATOR ON THE FLOOR. DURING LANDING, THE AIRCRAFT TOUCHED DOWN WITH THE GEAR RETRACTED. THE PILOT REPORTED THAT THE WIND WAS GUSTING TO 25 KNOTS. AN EXAMINATION OF THE AIRCRAFT REVEALED THAT AN ELECTRICAL WIRE FOR THE LANDING GEAR WARNING HORN HAD BECOME DISCONNECTED AND THE WARNING SYSTEM WAS NOT FUNCTIONAL.

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) WEATHER CONDITION - TURBULENCE, CLEAR AIR
2. (F) LANDING GEAR, GEAR WARNING SYSTEM - DISCONNECTED

3. (C) GEAR EXTENSION - NOT OBTAINED - PILOT IN COMMAND
4. (C) DIVERTED ATTENTION - PILOT IN COMMAND
5. (C) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 20, 1980
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	325 hours (Total, all aircraft), 230 hours (Total, this make and model), 254 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N975T
Model/Series:	35-33 35-33	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	CD179
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2700 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-470J
Registered Owner:	ANDREW BIANCO	Rated Power:	225 Horsepower
Operator:	ANDREW BIANCO	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	60°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MILLVILLE , NJ	Type of Flight Plan Filed:	None
Destination:	RONKONKOMA , NY	Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	

Airport Information

Airport:	BLAIR COUNTY AIRPORT	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	3660 ft / 100 ft	VFR Approach/Landing:	None

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:	40.559135,-78.369026(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: May 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69754>

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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](#).