



Aviation Investigation Final Report

Location:	Roseburg, Oregon	Accident Number:	WPR09LA189
Date & Time:	April 8, 2009, 15:13 Local	Registration:	N333HP
Aircraft:	Beech A36TC	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, while on the downwind leg for landing he used the airplane's checklist. However, his attention was "focused outside the cockpit," and he apparently "forgot" to lower the landing gear. No mechanical malfunctions or failures occurred with the airplane, and it slid to a stop with retracted landing gear.

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 landing checklist, which resulted in a gear up landing. Contributing to the accident was the pilot's diverted attention.

Findings

Personnel issues	Use of checklist - Pilot
Personnel issues	Attention - Pilot
Aircraft	Gear extension and retract sys - Not used/operated

Factual Information

History of Flight

Approach-VFR pattern downwind	Miscellaneous/other
Landing-flare/touchdown	Landing gear not configured (Defining event)

On April 8, 2009, about 1513 Pacific daylight time, a Beech A36TC, N333HP, landed with its landing gear retracted at the Roseburg Regional Airport, Roseburg, Oregon. The commercial certificated pilot owned and operated the airplane, and was not injured. The airplane was substantially damaged. Visual meteorological conditions prevailed, and no flight plan was filed. The personal flight was performed under the provisions of 14 Code of Federal Regulations Part 91, and it originated from the airport about 1508.

The pilot reported that as he was approaching the airport for landing on the downwind leg, and completing the airplane's checklist, his attention was "focused outside the cockpit." The pilot stated that he "apparently forgot to lower [the airplane's] landing gear."

An examination of the airplane by a Federal Aviation Administration (FAA) airworthiness inspector revealed that at least 5.5 feet of belly skin was damaged and was partially ground off to the rivet lines. Two belly ribs were broken. The damage also was evaluated by Hawker Beechcraft personnel who reported that in several locations "the underlying fuselage structure was abraded to the point where there [was] no remaining structure to attach the skin." The FAA coordinator reported that a major airframe repair would be required to restore airworthiness to the airplane's fuselage.

In the pilot's National Transportation Safety Board "Pilot/Operator Aircraft Accident" report form, #6120.1, he indicated that during the flight he had not experienced any mechanical malfunction or failure with his airplane. The pilot did not report the date of his last flight review or the date of the airplane's last annual inspection.

Pilot Information

Certificate:	Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 17, 2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 3200 hours (Total, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N333HP
Model/Series:	A36TC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TG-89
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	5990 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3971 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-541-E1B4
Registered Owner:	Fred J. Brandenfels	Rated Power:	380 Horsepower
Operator:	Fred J. Brandenfels	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RBG,529 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Thin Overcast	Visibility	10 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	13°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Roseburg, OR (RBG)	Type of Flight Plan Filed:	None
Destination:	Roseburg, OR (RBG)	Type of Clearance:	None
Departure Time:	15:08 Local	Type of Airspace:	

Airport Information

Airport:	Roseburg Regional RBG	Runway Surface Type:	Asphalt
Airport Elevation:	529 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4602 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	43.238887,-123.355834(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	Thom Holden; Federal Aviation Administration; Portland, OR
Original Publish Date:	December 29, 2009
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=73634

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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](#).