



# Aviation Investigation Final Report

<b>Location:</b>	Greensboro, North Carolina	<b>Accident Number:</b>	ERA10CA156
<b>Date &amp; Time:</b>	March 1, 2010, 07:30 Local	<b>Registration:</b>	N29JS
<b>Aircraft:</b>	Piaggio P180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

The pilot stated that after takeoff, he experienced a primary trim failure and continued to the destination using secondary trim. The pilot stated that during final approach his airspeed was too high to lower the landing gear. The pilot "continued working the trim," and was looking for any traffic in the pattern. In the landing flare, he heard "an unusual noise like something scraping," performed a go-around, and realized he had not extended the landing gear. The pilot then extended the gear and landed without incident. Inspection of the airplane revealed substantial damage to the airplane's fuselage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to properly configure the landing gear for landing. Contributing to the accident was the pilot's diverted attention looking for traffic and manipulating the secondary trim controls.

## Findings

<b>Aircraft</b>	Gear extension and retract sys - Not used/operated
<b>Personnel issues</b>	Forgotten action/omission - Pilot
<b>Personnel issues</b>	Attention - Pilot

## Factual Information

### History of Flight

<b>Landing</b>	Landing gear not configured (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	61, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 25, 2009
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	February 16, 2010
<b>Flight Time:</b>	10000 hours (Total, all aircraft), 1162 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piaggio	<b>Registration:</b>	N29JS
<b>Model/Series:</b>	P180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1046
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	11
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W CANADA
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A-6 SERIES
<b>Registered Owner:</b>	PELHAM AIR LLC	<b>Rated Power:</b>	550 Horsepower
<b>Operator:</b>	Franklin Mew	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	GSO,926 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	07:54 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	-2°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Greenville, SC (GMU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Greensboro, NC (GSO)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:05 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Piedmont Triad International GSO	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	926 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	23L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10001 ft / 150 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	36.101387,-79.938056

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Andrews, Jill
<b>Additional Participating Persons:</b>	Wayne M Vohs; FAA/FSDO; Greensboro, NC
<b>Original Publish Date:</b>	July 22, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=75428">https://data.ntsb.gov/Docket?ProjectID=75428</a>

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