



# Aviation Investigation Final Report

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<b>Location:</b>	Baltimore, Maryland	<b>Accident Number:</b>	ERA10CA183
<b>Date &amp; Time:</b>	March 17, 2010, 10:00 Local	<b>Registration:</b>	N7925Y
<b>Aircraft:</b>	Piper PA-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot stated that he accumulated 26 hours of flight time in the accident airplane about 2 years prior to the accident, but had not flown the accident airplane since. About 1 week prior to the accident, the pilot obtained his airplane multiengine rating in a different make and model than the accident airplane. The pilot stated that the purpose of the accident flight was to perform full-stop landings in order to familiarize himself with the airplane. While on the downwind leg of the traffic pattern for the first landing, he was cleared by the air traffic control tower for a "touch-and-go." After the airplane touched down, the pilot applied full power, and intended to retract the wing flaps, but inadvertently retracted the landing gear instead. The landing gear "immediately" collapsed, and the airplane slid to a stop on its underside. Both wings were substantially damaged. The pilot stated there were no mechanical malfunctions or failures, and that the accident might have been prevented if he had declined the touch-and-go landing, and had taken time to become more familiar with the locations of the landing gear and flap controls. He also stated that he had recently trained in an airplane with a "different layout," and his "sense memory for the controls was wrong."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent retraction of the landing gear during a touch-and-go landing. Contributing to the accident was the pilot's lack of recent experience in the make and model airplane.

## Findings

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<b>Aircraft</b>	Gear extension and retract sys - Unintentional use/operation
<b>Personnel issues</b>	Incorrect action performance - Pilot
<b>Personnel issues</b>	Recent experience w/ equipment - Pilot

## Factual Information

### History of Flight

<b>Takeoff</b>	Landing gear collapse (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47, 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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 11, 2008
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 6, 2010
<b>Flight Time:</b>	633 hours (Total, all aircraft), 26 hours (Total, this make and model), 538 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7925Y
<b>Model/Series:</b>	PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-1015
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	September 15, 2009 Annual	<b>Certified Max Gross Wt.:</b>	3750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	8700 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320 SERIES
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	On file	<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>	MTN,21 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	09:50 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>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Baltimore, MD (MTN )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Baltimore, MD (MTN )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:25 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Martin State MTN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	21 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6996 ft / 180 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	39.325553,-76.413612(est)

## Administrative Information

**Investigator In Charge (IIC):** Huhn, Michael

**Additional Participating Persons:** Anthony Serio; FAA/FSDO; Baltimore, MD

**Original Publish Date:** July 22, 2010

**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=75556>

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