



Aviation Investigation Final Report

Location:	Madera, California	Accident Number:	WPR12CA435
Date & Time:	September 20, 2012, 14:15 Local	Registration:	N8648P
Aircraft:	Piper PA24	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The accident occurred during an instructional flight while practicing landings. The flight instructor reported that he became distracted while teaching his student and forgot to ensure that the landing gear was extended before landing. He stated that the landing gear warning horn came on just before the airplane landed gear up, which resulted in substantial damage to the fuselage structure. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student's and flight instructor's failure to ensure that the landing gear was extended prior to landing.

Findings

Aircraft	(general) - Not used/operated
Personnel issues	Use of equip/system - Instructor/check pilot
Personnel issues	Use of equip/system - Student/instructed pilot
Personnel issues	Monitoring other person - Instructor/check pilot

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
Landing	Abnormal runway contact

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	75, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 7, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 16, 2012
Flight Time:	6150 hours (Total, all aircraft), 300 hours (Total, this make and model), 4253 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 15, 2003
Flight Time:	2100 hours (Total, all aircraft), 950 hours (Total, this make and model), 1900 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8648P
Model/Series:	PA24 260	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4091
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 2, 2012 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4317 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	I0540
Registered Owner:	Chester Dee McCarter	Rated Power:	260 Horsepower
Operator:	Chester Dee McCarter	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	MAE,255 ft msl	Distance from Accident Site:	
Observation Time:	13:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	29°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fresno, CA (FCH)	Type of Flight Plan Filed:	None
Destination:	Madera, CA (MAE)	Type of Clearance:	None
Departure Time:	13:45 Local	Type of Airspace:	

Airport Information

Airport:	Madera Municipal MAE	Runway Surface Type:	Asphalt
Airport Elevation:	255 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	Practice
Runway Length/Width:	5545 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	37.988609,-120.112503(est)

Administrative Information

Investigator In Charge (IIC):	Little, Thomas
Additional Participating Persons:	David Gage; Federal Aviation Administration; Fresno, CA
Original Publish Date:	December 19, 2012
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=85137

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