



Aviation Investigation Final Report

Location:	Nucla, Colorado	Accident Number:	CEN13LA488
Date & Time:	August 12, 2013, 07:00 Local	Registration:	N15EG
Aircraft:	GRIFFITH E/BOYD W E LANCAIR 360	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated that, shortly after departure for a cross-country flight, he noticed that the airplane's left main landing gear had not retracted. He cycled the landing gear two or three times, but he believed the left main landing gear remained down. After the last landing gear cycling, he reported that he saw three green lights, indicating that all three landing gear were in the down position, so he decided to land. Just after touchdown, the airplane slid to a stop. Although the pilot reported that the landing gear were extended and subsequently collapsed upon landing, examinations indicated that the gear were fully retracted upon touch down.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to extend the airplane's landing gear before landing.

Findings

Personnel issues	Forgotten action/omission - Pilot
Aircraft	Main landing gear - Incorrect use/operation

Factual Information

History of Flight

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

On August 12, 2013, about 0700 mountain daylight time, a kit-built Lancair 360 airplane, N15EG, experienced a gear-up landing at the Hopkins Field Airport (KAIB) near Nucla, Colorado. The private rated pilot, sole occupant, was not injured. The airplane was substantially damaged. The airplane was registered to and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed for the flight that operated without a flight plan. The flight originated from KAIB prior to the accident.

According to the pilot, after departure, he raised the airplane's landing gear and noticed that the left main gear had not retracted. He cycled the gear 2 or 3 times, but the left gear still appeared down. After the last cycling of the gear, he saw three green lights, indicating that all three landing gear were down and locked, so he decided to land. Just after touchdown and without warning, all three landing gear collapsed and the airplane slid to a stop off the right side of the runway.

The FAA inspector, who responded to the accident site, examined the airplane and reported that the airplane had sustained substantial damage to the rudder. The inspector added that based on the marks on the gear doors, it appeared the landing gear were in the retracted position during the landing.

Pilot Information

Certificate:	Private	Age:	71
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	November 1, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 20, 2011
Flight Time:	1825 hours (Total, all aircraft), 705 hours (Total, this make and model), 1698 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	GRIFFITH E/BOYD W E	Registration:	N15EG
Model/Series:	LANCAIR 360	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	727-320-570FB
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	October 2, 2012 Condition	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	946 Hrs	Engine Manufacturer:	AMA/EXPR
ELT:	C91A installed, not activated	Engine Model/Series:	UNKNOWN ENG
Registered Owner:	SPINA LEONARD A	Rated Power:	
Operator:	SPINA LEONARD A	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAIB	Distance from Accident Site:	
Observation Time:	07:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	18°C / 7°C
Precipitation and Obscuration:			
Departure Point:	Nucla, CO (KAIB)	Type of Flight Plan Filed:	None
Destination:	Grand Junction, CO (KGJT)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Hopkins Field Airport KAIB	Runway Surface Type:	Asphalt
Airport Elevation:	5936 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	4600 ft / 75 ft	VFR Approach/Landing:	Precautionary landing

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:	38.238887,-108.563331(est)

Administrative Information

Investigator In Charge (IIC): Hatch, Craig
Additional Participating Persons: Mark Rushton; FAA FSDO; Salt Lake City, UT

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Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=87778>

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