



# Aviation Investigation Final Report

<b>Location:</b>	Crownpoint, New Mexico	<b>Accident Number:</b>	GAA15CA080
<b>Date &amp; Time:</b>	May 12, 2015, 21:20 Local	<b>Registration:</b>	N811VM
<b>Aircraft:</b>	Pilatus PC12 - 45	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

The pilot stated that after the airplane crossed the runway threshold, he reduced engine power to idle and the gear warning horn sounded. The pilot reported that he misinterpreted the gear warning horn for the ground proximity warning system and the airplane landed with the gear retracted. The airplane sustained substantial damage to the spar carry-through structure and left spar attachment. The pilot reported no preimpact mechanical failures or malfunctions with the airframe or engine 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 pilot's failure to extend the landing gear before landing.

## Findings

<b>Personnel issues</b>	Lack of action - Pilot
<b>Aircraft</b>	Gear extension and retract sys - Not used/operated

## Factual Information

### History of Flight

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

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	39
<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>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 1, 2014
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 27, 2015
<b>Flight Time:</b>	(Estimated) 4439 hours (Total, all aircraft), 42 hours (Total, this make and model), 4301 hours (Pilot In Command, all aircraft), 226 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Pilatus	<b>Registration:</b>	N811VM
<b>Model/Series:</b>	PC12 - 45 45	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2000	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	316
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	March 17, 2015 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	9965 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Turbo prop
<b>Airframe Total Time:</b>	6703 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt and Whitney
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PT6A-67B
<b>Registered Owner:</b>	Med Flight Leasing, LLC.	<b>Rated Power:</b>	1200 Horsepower
<b>Operator:</b>	Valley Med Flight, Inc.	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	2VMA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KGUP,6471 ft msl	<b>Distance from Accident Site:</b>	32 Nautical Miles
<b>Observation Time:</b>	02:53 Local	<b>Direction from Accident Site:</b>	247°
<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>	14 knots / 21 knots	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.05 inches Hg	<b>Temperature/Dew Point:</b>	16°C / -4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GALLUP, NM (GUP )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	CROWNPOINT, NM (0E8 )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	21:04 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CROWNPOINT 0E8	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6696 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5820 ft / 60 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	3 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>	3 None	<b>Latitude, Longitude:</b>	35.724445,-108.199447(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Bigelow, Bradley
<b>Additional Participating Persons:</b>	Sean Mosher; Federal Aviation Administration; Fargo, NC
<b>Original Publish Date:</b>	July 8, 2015
<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.nts.gov/Docket?ProjectID=91203">https://data.nts.gov/Docket?ProjectID=91203</a>

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