



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Killeen, Texas	<b>Accident Number:</b>	CEN16LA189
<b>Date &amp; Time:</b>	April 30, 2016, 09:30 Local	<b>Registration:</b>	N192CS
<b>Aircraft:</b>	Piper PA 31P	<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		

## Analysis

The pilot had departed on the business flight but decided to return to the airport to wait for the weather to improve. He indicated that, on approach, he lowered the flaps to 15° to slow the airplane to within "gear down speed." The pilot noticed that the flaps continued past 15°, and he took his hand off the landing gear lever and raised the flaps back up to the fully retracted position. The pilot overshot the runway on the turn to final. As he attempted to align the airplane with the runway centerline, he heard a warning horn, which he thought was the stall warning horn. He then landed on the runway with the landing gear retracted, which resulted in substantial damage to the fuselage frame and stringers.

After the accident, the pilot stated he had mistaken the gear-up warning horn for the stall warning horn. The pilot also said he did not visually check the landing gear indicator lights or look at the mirrors to verify the landing gear was 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 landing gear due to his distraction with the flaps, his misinterpretation of the landing gear warning horn, and his failure to verify that the landing gear were down, which resulted in a landing with the gear retracted.

## Findings

Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Identification/recognition - Pilot

## Factual Information

### History of Flight

Landing	Landing gear not configured (Defining event)
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On April 30, 2016, about 0930 central daylight time (CDT), a Piper PA-31 airplane, N192CS, landed with its gear retracted at Skylark Field Airport (KILE), Killeen, Texas. The airplane sustained substantial damage to the fuselage frame and stringers. The private pilot, the sole occupant, was not injured. The airplane was registered to Bunkie Bird, LLC and was operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 as a business flight. Visual meteorological conditions prevailed for the flight, and no instrument flight rules flight plan was filed.

According to the pilot, the weather reported on the automated terminal information system stated that there were 1,200 ft ceilings. However, when he took off he noticed "considerable weather" along his intended route of flight. He contacted approach control and stated that he wanted to return to his departure airport to "wait out the weather." On approach, the pilot lowered the flaps to 15° to slow the airplane to within "gear down speed." He noticed that the flaps continued past 15° and he took his hand off the landing gear lever and raised the flaps back up to the fully retracted position. The pilot had overshot the runway on his turn to final. As he attempted to align the airplane with the runway centerline he heard a warning horn and thought it was the stall warning horn. He then landed on the runway with the landing gear retracted.

After the accident, the pilot stated he had mistaken the gear up warning horn for the stall warning horn. The pilot also said he did not visually check the landing gear indicator lights or look at the mirrors to verify the landing gear was down.

### Pilot Information

Certificate:	Private	Age:	61,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N192CS
<b>Model/Series:</b>	PA 31P UNDESIGNAT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1973	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31P-7300138
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	7800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>		<b>Engine Model/Series:</b>	TIGO-541SER
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	400 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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	13:56 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1300 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	17°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Killeen, TX (ILE )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Killeen, TX (ILE )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	SKYLARK FIELD ILE	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	847 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	01	<b>IFR Approach:</b>	Unknown
<b>Runway Length/Width:</b>	5495 ft / 100 ft	<b>VFR Approach/Landing:</b>	Unknown

## 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>	31.085832,-97.686386(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Liedler, Courtney
<b>Additional Participating Persons:</b>	Victor Lopez; FAA; San Antonio, TX
<b>Original Publish Date:</b>	August 3, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=93196">https://data.ntsb.gov/Docket?ProjectID=93196</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).