



Aviation Investigation Final Report

Location:	Springfield, Missouri	Accident Number:	GAA16CA350
Date & Time:	June 24, 2016, 17:45 Local	Registration:	N5138P
Aircraft:	Piper PA 24	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he performed his pre-landing checklist and that the landing gear selector switch was in the down position. The pilot noted that there was a sun glare on the instrument panel during the landing. However, the airplane landed with the gear in the up and locked position, which resulted in substantial damage to the fuselage.

During the postaccident examination by the Federal Aviation Administration (FAA), the landing gear was cycled multiple times and no abnormalities were noted.

Probable Cause and Findings

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

The pilot's failure to ensure that the landing gear was in the down and locked position prior to touchdown.

Findings

Personnel issues	Lack of action - Pilot
Personnel issues	Task monitoring/vigilance - Pilot
Aircraft	Gear extension and retract sys - Not used/operated
Environmental issues	Glare - Effect on personnel

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Private	Age:	42, Male
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 3 Without waivers/limitations	Last FAA Medical Exam:	March 1, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 5, 2016
Flight Time:	(Estimated) 297.3 hours (Total, all aircraft), 209.5 hours (Total, this make and model), 248.6 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 19.2 hours (Last 30 days, all aircraft), 1.7 hours (Last 24 hours, all aircraft)		

Passenger Information

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

Passenger Information

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

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5138P
Model/Series:	PA 24 180	Aircraft Category:	Airplane
Year of Manufacture:	1958	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-152
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 16, 2016 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3060.6 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	O-360-A1A
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSGF,1270 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	22:52 Local	Direction from Accident Site:	215°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	29°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROGERS, AR (ROG)	Type of Flight Plan Filed:	IFR
Destination:	Springfield, MO (SGF)	Type of Clearance:	IFR
Departure Time:	16:20 Local	Type of Airspace:	Class C

Airport Information

Airport:	SPRINGFIELD-BRANSON NATIONAL SGF	Runway Surface Type:	Concrete
Airport Elevation:	1268 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	Visual
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	37.2425,-93.387779(est)

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie
Additional Participating Persons:	Rod McLaughlin; FAA; Kansas City, MO
Original Publish Date:	September 22, 2016
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=93512

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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](#).