



# Aviation Investigation Final Report

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<b>Location:</b>	Atlanta, Georgia	<b>Accident Number:</b>	ERA17LA151
<b>Date &amp; Time:</b>	April 7, 2017, 12:50 Local	<b>Registration:</b>	N56H
<b>Aircraft:</b>	Cessna 414	<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 - Personal		

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## Analysis

While the pilot was approaching the airport for landing in gusting wind conditions, the landing runway was changed, and an airplane was cleared to takeoff while the pilot was on final approach. The pilot reported that he was distracted by the wind conditions, reconfiguring the approach for a different runway, and the airplane taking off ahead of him, and did not recall performing his normal before-landing procedures; though he "thought" that he extended the landing gear. The airplane landed with the gear retracted, resulting in substantial damage to the fuselage. The accident is consistent with the pilot's failure to configure the landing gear before landing.

## Probable Cause and Findings

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

The pilot's diverted attention during the landing approach, which resulted in his failure to configure the landing gear and a subsequent a gear-up landing.

## Findings

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<b>Aircraft</b>	Landing gear selector - Not used/operated
<b>Personnel issues</b>	Lack of action - Pilot
<b>Personnel issues</b>	Task monitoring/vigilance - Pilot

## Factual Information

### History of Flight

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

On April 7, 2017, at 1250 eastern daylight time, a Cessna 414, N56H, was substantially damaged when it was involved in an accident near Atlanta, Georgia. The airline transport pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot stated that, while approaching for landing in gusting wind conditions, the landing runway was changed from runway 26 to runway 32, and the pilot reconfigured the airplane for the new approach. While established on a 1-mile final at about 400 ft above field elevation, the controller cleared another airplane for takeoff. The pilot stated that he was preparing to conduct his before landing checks, and the other airplane on the runway presented a “big distraction.” He considered conducting a go-around, but concerned about obstacle avoidance during the go-around, he chose to continue the approach.

The pilot stated that he thought he put the gear down, but could not recall performing his normal call-outs or confirming the before-landing checklist items, including the fuel selector, landing gear, and flaps. During the flare, he felt the airplane settle more than normal and he attempted to pull up, but the airplane settled firmly onto the runway and skidded to a stop.

A witness reported that the airplane's landing gear was retracted as it approached the runway. The airplane landed, the propellers impacted the runway, and the airplane skidded to a stop.

A post-accident examination conducted by a Federal Aviation Administration inspector revealed structural damage to the fuselage and damage to both engines and propellers. There were two sets of propeller slash marks in the runway from the initial impact point to where the airplane came to rest, a distance of about 650 ft.

## Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	60, Male
<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>	3-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 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	July 12, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 5516 hours (Total, all aircraft), 582 hours (Total, this make and model), 5150 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N56H
<b>Model/Series:</b>	414 UNDESIGNAT	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1977	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	414-0941
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	March 8, 2017 Annual	<b>Certified Max Gross Wt.:</b>	6349 lbs
<b>Time Since Last Inspection:</b>	7 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4159 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TSIO-520 SER
<b>Registered Owner:</b>	AEROMACK LLC	<b>Rated Power:</b>	350 Horsepower
<b>Operator:</b>	AEROMACK LLC	<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>	FTY,841 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	140°
<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>	17 knots / 28 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	14°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BRUNSWICK, GA (SSI )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Atlanta, GA (FTY )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	11:14 Local	<b>Type of Airspace:</b>	Class B

## Airport Information

<b>Airport:</b>	FULTON COUNTY AIRPORT-BROWN FI FTY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	841 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4158 ft / 100 ft	<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<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>	33.776668,-84.525001(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccarter, Lawrence
<b>Additional Participating Persons:</b>	Michael P Jones; FAA FSDO; Atlanta, GA
<b>Original Publish Date:</b>	June 10, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</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=94982">https://data.ntsb.gov/Docket?ProjectID=94982</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](#).