



National Transportation Safety Board Aviation Accident Final Report

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| Location: | FORT LAUDERDALE, FL | Accident Number: | MIA96LA016 |
| Date & Time: | 11/02/1995, 2048 EST | Registration: | N33309 |
| Aircraft: | PIPER PA-28R-201T | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT STATED THE LANDING GEAR COLLAPSED ON LANDING TOUCHDOWN. EXAMINATION OF THE AIRPLANE BY THE FAA AND MAINTENANCE PERSONNEL REVEALED THE LANDING GEAR WAS IN THE UP POSITION WHEN THE AIRPLANE COLLIDED WITH THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO FOLLOW PROCEDURES, RESULTING IN THE AIRPLANE BEING LANDED WITH THE LANDING GEAR IN THE UP POSITION.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On November 2, 1995, about 2048 eastern standard time, a Piper PA-28R-210T, N3306Q, registered to a private owner, operating as a 14 CFR Part 91 personal flight, landed gear up at the Fort Lauderdale Executive Airport. The airplane sustained substantial damage. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The private pilot and one passenger reported no injuries. The flight originated from the Fort Lauderdale Executive Airport, Fort Lauderdale, Florida, about 48 minutes before the accident.

The pilot stated he lowered the landing gear and verified that he had three green lights. He touched down on the right main landing gear and the landing gear collapsed.

Maintenance personnel from Banyan Air Service responded to the crash site to recover N3306Q. Examination of the airplane revealed the airplane was resting on the outside sidewalls of the main landing gear, and on the nose section. The nose gear doors were in the closed position. The airplane was jacked up and the landing gear emergency extension lever was engaged. The landing gear extended to the locked position. Further examination of the landing gear system by the FAA and Banyan Air Service maintenance personnel revealed scrape marks present on the outside surfaces of the nose gear landing gear doors. Examination of the left and right main landing gear tires revealed the outside sidewalls of both tires were scuffed. There was no damage to the left or right wing.

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Private | Age: | 70, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 10/03/1994 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1750 hours (Total, all aircraft), 936 hours (Total, this make and model), 1710 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--|--------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N33309 |
| Model/Series: | PA-28R-201T PA-28R-201 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 28R-7703100 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 07/19/1995, Annual | Certified Max Gross Wt.: | 2150 lbs |
| Time Since Last Inspection: | 40 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2797 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | TSIO-360-FB3 |
| Registered Owner: | WILLIAM E. RACIK | Rated Power: | 200 hp |
| Operator: | WILLIAM E. RACIK | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------|--------------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | FXE, 14 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1948 EST | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 15 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 100° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | (FXE) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 2000 EST | Type of Airspace: | Class D |

Airport Information

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|----------------------|---------------------------------|---------------------------|-----------------|
| Airport: | FORT LAUDERDALE EXECUTIVE (FXE) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 14 ft | Runway Surface Condition: | Dry |
| Runway Used: | 8 | IFR Approach: | None |
| Runway Length/Width: | 6001 ft / 100 ft | VFR Approach/Landing: | Traffic Pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | |

Administrative Information

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|--|--|---------------------|------------|
| Investigator In Charge (IIC): | CARROL A SMITH | Report Date: | 12/19/1995 |
| Additional Participating Persons: | RAUL H DIAZ; FORT LAUDERDALE, FL | | |
| Publish Date: | | | |
| Investigation Docket: | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).