



National Transportation Safety Board Aviation Accident Final Report

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| Location: | GAITHERSBURG, MD | Accident Number: | BFO90FA053 |
| Date & Time: | 06/02/1990, 1018 EDT | Registration: | N2003A |
| Aircraft: | BEECH 36 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 2 Fatal |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

WITNESSES NOTICED THE AIRPLANE WAS ON FINAL APPROACH TO RUNWAY 14 WITH THE GEAR UP. SOME OF THE WITNESSES RADIOED THE PILOT TO ALERT HIM OF THE GEAR POSITION, BUT HE DID NOT RESPOND. THE AIRPLANE LANDED GEAR UP, BUT SOON AFTERWARDS, IT BECAME AIRBORNE, CLIMBED ABOUT 30 FEET, AND DESCENDED IN A LEFT BANK. THE AIRPLANE STRUCK THE GROUND EAST OF THE RUNWAY AND CARTWHEELED; IT CAME TO A STOP ON AN ADJACENT TAXIWAY. AN INVESTIGATION REVEALED THERE WERE ABOUT 60 PROPELLER SLASH MARKS ON THE RUNWAY. AN AIRCRAFT EXAMINATION DID NOT DISCLOSE EVIDENCE OF MECHANICAL MALFUNCTION. EXAMINATION OF THE LANDING GEAR ACTUATOR REVEALED IT WAS IN A TRANSIT POSITION, WHICH WAS ABOUT THREE TURNS OF THE MANUAL GEAR HANDLE FROM THE FULL UP (RETRACTED) POSITION OF THE GEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO EXTEND THE LANDING GEAR, WHICH RESULTED IN A WHEELS UP LANDING; HIS IMPROPER DECISION TO ATTEMPT A GO AROUND (ABORTED LANDING) AFTER THE AIRPLANE CONTACTED THE RUNWAY; AND HIS FAILURE TO ATTAIN OR MAINTAIN ADEQUATE AIRSPEED WHILE ATTEMPTING TO CLIMB AFTER LIFTOFF.

Findings

Occurrence #1: GEAR NOT EXTENDED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: LANDING - ABORTED

Findings

3. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
5. CLIMB - NOT POSSIBLE
6. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

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| Certificate: | Private | Age: | 57, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | Yes |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 06/16/1989 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1299 hours (Total, all aircraft), 2 hours (Total, this make and model), 1221 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---|-----------------|
| Aircraft Make: | BEECH | Registration: | N2003A |
| Model/Series: | 36 36 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | E-166 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | 08/27/1989, Annual | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | CONTINENTAL |
| ELT: | | Engine Model/Series: | IO-520-BA8 |
| Registered Owner: | TRI-H CORPORATION | Rated Power: | 285 hp |
| Operator: | TRI-H CORPORATION | 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: | BWI, 146 ft msl | Distance from Accident Site: | 999 Nautical Miles |
| Observation Time: | 0953 EDT | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Scattered / 11000 ft agl | Visibility | 6 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 13 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 220° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 23° C / 18° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | RICHMOND, VA (RIC) | Type of Flight Plan Filed: | None |
| Destination: | GAITHERSBURG, MD (GAI) | Type of Clearance: | None |
| Departure Time: | 0933 EDT | Type of Airspace: | Class B |

Airport Information

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|----------------------|------------------------------------|---------------------------|-----------------|
| Airport: | MONTGOMERY COUNTY AIRPARK (GAI) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 539 ft | Runway Surface Condition: | Dry |
| Runway Used: | 14 | IFR Approach: | |
| Runway Length/Width: | 4196 ft / 75 ft | VFR Approach/Landing: | Traffic Pattern |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 1 Fatal | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | On-Ground |
| Total Injuries: | 2 Fatal | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | ALFRED E DICKINSON | Report Date: | 10/08/1993 |
| Additional Participating Persons: | ROGER LOVE; BALTIMORE, MD | | |
| 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.nts.gov/pubdms/ . | | |

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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](#).