



National Transportation Safety Board Aviation Accident Data Summary

Location:	GAITHERSBURG, MD	Accident Number:	BFO90FA053
Date & Time:	06/02/1990, 1018 EDT	Registration:	N2003A
Aircraft:	BEECH 36	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

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

Pilot Information

Certificate:	Private	Age:	57
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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

Aircraft Make:	BEECH	Registration:	N2003A
Model/Series:	36 36	Engines:	1 Reciprocating
Operator:	TRI-H CORPORATION	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-520-BA8
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BWI, 146 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	13 knots / , 220°
Temperature:	23° C	Visibility	6 Miles
Precipitation and Obscuration:			
Departure Point:	RICHMOND, VA (RIC)	Destination:	GAITHERSBURG, MD (GAI)

Airport Information

Airport:	MONTGOMERY COUNTY AIRPARK (GAI)	Runway Surface Type:	Asphalt
Runway Used:	14	Runway Surface Condition:	Dry
Runway Length/Width:	4196 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): ALFRED E DICKINSON

Adopted Date: 10/08/1993

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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