



National Transportation Safety Board Aviation Accident Final Report

Location:	Boulder City, NV	Accident Number:	LAX07CA196
Date & Time:	07/01/2007, 1024 PDT	Registration:	N6370P
Aircraft:	Piper PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The airplane landed with the landing gear in the retracted position and slid about 150 feet down the runway on its belly. The pilot said he performed the before landing checklist on the downwind, continued the approach, but did not perform a final check and forgot to extend the landing gear. During the landing flare, the airplane touched down on the bottom of the fuselage. The pilot reported no mechanical malfunctions or failures with the airplane prior to impact.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to extend the landing gear.

Findings

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

Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. (C) GEAR EXTENSION - NOT VERIFIED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	10/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	356 hours (Total, all aircraft), 47 hours (Total, this make and model), 13 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6370P
Model/Series:	PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-1480
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/01/2006, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	53 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3267.5 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540
Registered Owner:	Nevada Steel	Rated Power:	
Operator:	Nevada Steel	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HND, 2492 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	0856 PDT	Direction from Accident Site:	277°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	34° C / -9° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KINGMAN, AZ (IGM)	Type of Flight Plan Filed:	None
Destination:	BOULDER CITY, NV (61B)	Type of Clearance:	None
Departure Time:	0945 PDT	Type of Airspace:	

Airport Information

Airport:	BOULDER CITY MUNI (61B)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	9R	IFR Approach:	None
Runway Length/Width:	4800 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	35.947500, -114.861111

Administrative Information

Investigator In Charge (IIC):	Howard Plagens	Report Date:	10/31/2007
Additional Participating Persons:	Kip Shoemaker; Federal Aviation Administration; Las Vegas, NV		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.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](#).