



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Greensboro, NC | Accident Number: | ERA10CA156 |
| Date & Time: | 03/01/2010, 0730 EST | Registration: | N29JS |
| Aircraft: | PIAGGIO P180 | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Analysis

The pilot stated that after takeoff, he experienced a primary trim failure and continued to the destination using secondary trim. The pilot stated that during final approach his airspeed was too high to lower the landing gear. The pilot "continued working the trim," and was looking for any traffic in the pattern. In the landing flare, he heard "an unusual noise like something scraping," performed a go-around, and realized he had not extended the landing gear. The pilot then extended the gear and landed without incident. Inspection of the airplane revealed substantial damage to the airplane's fuselage.

Flight Events

Landing - Landing gear not configured

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to properly configure the landing gear for landing. Contributing to the accident was the pilot's diverted attention looking for traffic and manipulating the secondary trim controls.

Findings

Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-Not used/operated - C
Personnel issues-Action/decision-Action-Forgotten action/omission-Pilot - C
Personnel issues-Psychological-Attention/monitoring-Attention-Pilot - F

Pilot Information

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|----------------------------------|--|------------------------------|--|
| Certificate: | Airline Transport; Flight Instructor | Age: | 61 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane |
| Flight Time: | 10000 hours (Total, all aircraft), 1162 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|------------------------------------|--------------------------------------|----------------------|---------------|
| Aircraft Manufacturer: | PIAGGIO | Registration: | N29JS |
| Model/Series: | P180 | Engines: | 2 Turbo Prop |
| Operator: | Franklin Mew | Engine Manufacturer: | P&W CANADA |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | PT6A-6 SERIES |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Meteorological Information and Flight Plan

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|----------------------------------|----------------------------------|------------------------------|------------------------------|
| Observation Facility, Elevation: | GSO, 926 ft msl | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | 6 knots, 270° |
| Temperature: | -2° C / -4° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Greenville, SC (GMU) | Destination: | Greensboro, NC (GSO) |

Airport Information

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|----------------------|------------------------------------|---------------------------|---------|
| Airport: | Piedmont Triad International (GSO) | Runway Surface Type: | Asphalt |
| Runway Used: | 23L | Runway Surface Condition: | Dry |
| Runway Length/Width: | 10001 ft / 150 ft | | |

Wreckage and Impact Information

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|---------------------|--------|---------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Administrative Information

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|-------------------------------|---|---------------|------------|
| Investigator In Charge (IIC): | Jill M Andrews | Adopted Date: | 07/22/2010 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. | | |
| Investigation Docket: | http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75428 | | |

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.