



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Spencer, IA	<b>Accident Number:</b>	GAA18CA412
<b>Date &amp; Time:</b>	06/29/2018, 1630 CDT	<b>Registration:</b>	N67CD
<b>Aircraft:</b>	Beech A36	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the pilot in the retractable-landing gear-equipped airplane, he did not extend the landing gear before landing. He reported that he became distracted while communicating with other aircraft and controlling the airplane in the gusting wind conditions. Further, he did not realize that what he perceived as the stall warning horn was actually the landing gear unsafe warning horn. He added that the accident could have been prevented by repeating his GUMPFs checklist on final and checking to ensure that the three green landing gear safe lights were illuminated.

The airplane sustained substantial damage to the lower fuselage bulkheads and spar carry-through.

The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## 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 before landing. Contributing to the accident were the pilot's failure to use the Before Landing checklist due to being distracted while communicating with other aircraft and controlling the airplane in the gusting wind conditions.

## Findings

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<b>Aircraft</b>	Landing gear selector - Not used/operated (Cause)
<b>Personnel issues</b>	Use of equip/system - Pilot (Cause)
	Use of checklist - Pilot (Factor)
	Attention - Pilot (Factor)

## Factual Information

### History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
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### Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	03/21/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	10/03/2017
Flight Time:	(Estimated) 387.3 hours (Total, all aircraft), 144.1 hours (Total, this make and model), 237.3 hours (Pilot In Command, all aircraft), 35.1 hours (Last 90 days, all aircraft), 10.1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N67CD
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:	1990	Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	E-2554
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/03/2017, Annual	Certified Max Gross Wt.:	3286 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3300.8 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	IO-550-B
Registered Owner:	Reeder Airlines LLC	Rated Power:	300 hp
Operator:	Reeder Airlines LLC	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KMDS, 1716 ft msl	Distance from Accident Site:	97 Nautical Miles
Observation Time:		Direction from Accident Site:	303°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	20 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Sioux City, IA (SUX)	Type of Flight Plan Filed:	None
Destination:	Spencer, IA (SPW)	Type of Clearance:	VFR
Departure Time:	1600 CDT	Type of Airspace:	Class E

## Airport Information

Airport:	SPENCER MUNI (SPW)	Runway Surface Type:	Concrete
Airport Elevation:	1339 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5100 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

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:	43.165556, -95.202778 (est)

## Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	03/18/2019
Additional Participating Persons:	Mike Newhall; FAA; Des Moines, IA		
Publish Date:	03/18/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97734">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97734</a>		

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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](#).