



National Transportation Safety Board Aviation Accident Final Report

Location:	ST. LOUIS, MO	Accident Number:	DFW08CA219
Date & Time:	08/20/2008, 1445 CDT	Registration:	N618MA
Aircraft:	PIPER PA46-500TP	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While landing at the destination airport, the pilot failed to lower the landing gear. The airplane settled on the runway centerline gear up, departed the right side of the runway, and came to rest in the grass. The pilot was able to egress the airplane without assistance. Damage was discovered to the airplane's left wing leading edge, belly, and fuselage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to ensure that the landing gear was placed in the down position prior to landing.

Findings

Aircraft	Landing gear selector - Not used/operated (Cause)
Personnel issues	Forgotten action/omission - Pilot (Cause)

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	01/22/2008
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1000 hours (Total, all aircraft), 550 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N618MA
Model/Series:	PA46-500TP	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4697218
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	08/08/2008, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	212 Hours	Engines:	1
Airframe Total Time:	531 Hours at time of accident	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A SER
Registered Owner:	DIFFERENTIAL LEASING LLC	Rated Power:	750 hp
Operator:	DIFFERENTIAL LEASING LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SUS	Distance from Accident Site:	
Observation Time:	1449 CDT	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	26° C / 17° C
Precipitation and Obscuration:			
Departure Point:	TIFFIN, OH (16G)	Type of Flight Plan Filed:	IFR
Destination:	St. Louis, MO (SUS)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Spirit of St Louis Airport (SUS)	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	26L	IFR Approach:	Visual
Runway Length/Width:	7485 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.661944, -90.651944 (est)

Administrative Information

Investigator In Charge (IIC):	Jason T Aguilera	Adopted Date:	01/22/2009
Additional Participating Persons:	Dan Little; FAA FSDO; St. Ann, MO		
Publish Date:	01/22/2009		
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/ .		

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