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NTSB Aviation Accident and Incident Data System (NTSB) Brief Report(s)

GENERAL INFORMATION

Data Source	NTSB AVIATION ACCIDENT/INCIDENT DATABASE
NTSB Report Nbr	CEN12LA434
Event Id	20120712X21254
Local Date	06/26/2012
Local Time	1930
State	LA
City	NEW ORLEANS
Airport Name	LAKEFRONT
Event Type	ACCIDENT
Injury Severity	NONE
Record Status	FINAL
Mid Air Collision	NO
Event Location	ON AIRPORT/AIRSTRIP

WEATHER INFORMATION

Weather Briefing Complete	
Brief Source	
Basic Weather Conditions	VISUAL METEOROLOGICAL COND
Light Condition	DAY
Cloud Condition	CLEAR
Cloud Height above Ground Level (ft)	
Ceiling Height above Ground Level (ft)	
Cloud Type	NONE
Visibility RVR (ft)	
Visibility RVV (sm)	
Visibility (sm)	10
Wind Direction (deg)	290
Wind Condition Flag	Y
Wind Speed (knots)	4
Wind Condition Indicated	
Visibility Restrictions	
Precipitation Type	



AIRCRAFT INFORMATION

Aircraft 1

Type of Operation	PART 91: GENERAL AVIATION
Registration Number	N136EH
Aircraft Make	BEECH
Aircraft Model	BE-36
Aircraft Series	BE-36-A36
Aircraft Damage	SUBSTANTIAL
Aircraft Fire	NONE
Aircraft Explosion	NONE
Aircraft Type	AIRPLANE
Aircraft Homebuilt	NO
Phase of Flight	
Aircraft Use	PERSONAL
Category of Operation	
Flight Plan Filed	NONE
Domestic/International	
Passenger/Cargo	
Operator Name	HATFIELD ENTERPRISES LLC
Operator Doing Business As	
Owner Name	HATFIELD ENTERPRISES LLC
Number of Seats	6
Number of Cabin Crew Seats	
Number of Flight Crew Seats	
Number of Passenger Seats	
Number of Engines	1
ELT Installed	YES
ELT Operated	NO
ELT Type	UNK
Departure Airport Id	DTN
Departure City	SHREVEPORT
Departure State	LOUISIANA
Last Departure Point	NO
Destination Local	CRASH AT DESTINATION CITY
Destination Airport Id	NEW
Destination City	NEW ORLEANS
Destination State	LOUISIANA
Runway Id	36L
Runway Length	6879
Runway Width	150
Air Carrier Operating Certificates	NO
Air Carrier Other Operating Certificates	NO
Rotocraft/Agriculture Operating Certificate	
Cert Max Gross Wgt	
Landing Gear	RETR

ATC Clearance
Landing Gear
Runway Condition
Landing Surface

ENGINE INFORMATION

Aircraft 1 - Engine : #1

Engine Type RECIPROCATING
Engine Manufacturer CONT MOTOR
Engine Model IO-520-BB
Engine Horsepower 285
Engine Thrust HP
Carb/Injection FUEL INJECTED
Propeller Type

INJURY INFORMATION

Injury Summary for Aircraft 1

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2
Total	0	0	0	3

Pilot-in-Command for Aircraft 1

Certificates PRIVATE
Ratings
Plane
Non-Plane
Instrument
Instruction
Crew Age 40
Crew Gender M
Crew Resident State
Crew Resident Country
Had Current BFR
Months Since Last BFR 03-FEB-12
Medical Certificate CLASS 2
Medical Certificate Validity WITHOUT WAIVERS/LIMITATIONS
Flight Time (hrs) Total 977
Flight Time (hrs) Make/Model 400
Flight Time (hrs) Instrument 0

Flight Time (hrs) Multi-Engine	166
Flight Time (hrs) Last 24 Hours	0
Flight Time (hrs) Last 30 Days	36
Flight Time (hrs) Last 90 Days	97
Flight Time (hrs) Rotocraft	1

Sequence of Events for Aircraft 1

Occurrence Sequence

Occurrence Sequence #	Occurrence Sequence Description
1	LANDING-FLARE/TOUCHDOWN - LANDING GEAR NOT CONFIGURED

Findings

Finding #	Finding Description	Cause/Factor
1	AIRCRAFT-AIRCRAFT SYSTEMS- LANDING GEAR SYSTEM-MAIN LANDING GEAR-NOT USED/OPERATED - C	C
2	PERSONNEL ISSUES- ACTION/DECISION-ACTION- FORGOTTEN ACTION/OMISSION-PILOT - C	C

AIRCRAFT 1 PRELIMINARY REPORT

On June 26, 2012, about 1930 central daylight time, a Beech A36, N136EH, landed with its wheels retracted on runway 36L (6,879 feet by 150 feet, dry grooved asphalt) at the Lakefront Airport (NEW), near New Orleans, Louisiana. The private pilot and his two passengers were uninjured. The airplane sustained substantial lower fuselage damage. The airplane was registered to and operated by Hatfield Enterprises LLC under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual flight rules (VFR) conditions prevailed for the flight, which did not operate on a VFR flight plan. The flight originated from the Shreveport Downtown Airport, near Shreveport, Louisiana, about 1735, and was destined for NEW. According to the pilot's report, he lowered the landing gear approximately five miles out while the airplane was on an extended downwind. He observed three green landing lights and felt the wind resistance as the gear engaged in the down position. He selected 10 degrees of flaps during the turn to the base leg. The pilot, in part, stated: Momentarily we touched down over the numbers. As we touched down on the gear the aircraft bounced and then touched down again. As the aircraft touched down this time it felt as though the gear was not sound. I then engaged full power to initiate a go-around. As I initiated full power the aircraft remained in ground effect. The aircraft remained in ground effect and did not gain a positive rate of climb. As I could not climb I advised passenger to unlatch the rear door as I reached over the front passenger to unlatch his door. I turned fuel to the 'off' position as I settled the aircraft on the runway I turned off the mags and master during the prop strike. The aircraft proceeded to skid and came to rest approximately 2000' from the end of 36L. According to a flight instructor, who was instructing a student in the pattern at NEW, the accident pilot announced he was in bound to NEW from 5 miles out. The instructor, in part, stated: We conceded 36L to the beech and told him that we would continue in left traffic for 36R so he could have the big runway. As we were abeam the numbers I looked to my right and saw the beech about 100 feet above me and 1/4 mile to the right of me and he seemed pretty oblivious to my presence as he preceded to cut us off by turning a short left base for 36L. I continued to watch the beech on base and never observed the landing gear go down and my student even commented that the beech looked like it was going in fast. Since the beech had made such a short approach to 36L we announced we would once again be landing on 36L #2 behind the beech; as we turned base-to-final we saw lots of smoke on the runway and the aircraft veering to the right towards the grass that separates 36L and taxiway bravo. The beech pilot, obviously distressed, commanded us to perform a go-around and we obliged. Photographs taken by first responders showed media transfer on the runway consistent with the chrome step. The landing gear were retracted in their wheel wells on the runway and during the airplane's recovery.

AIRCRAFT 1 FINAL REPORT

The accident pilot reported that he extended the airplane's landing gear and observed three green lights indicating that the gear was extended before landing. The pilot stated that the airplane touched down, bounced, and then settled on the runway again. The pilot said that during the second touchdown "it felt as though the gear was not sound," and he tried unsuccessfully to perform a go-around. The airplane skidded to a stop on the runway. When the accident airplane was removed from the runway after the accident, its landing gear was found in the retracted position, and ground scars on the runway and damage to the airplane's propellers, landing gear doors, and belly were consistent with the landing gear not being extended before landing. Further, a witness in an airplane flying abeam the accident airplane during its approach to land reported that he did not see its landing gear extended. Postaccident examination revealed no indication of preimpact malfunction or anomaly that would have precluded normal operation of the landing gear. Although an intermittent landing gear horn anomaly was noted during postaccident examination, it could not be determined if that anomaly existed before the accident.

AIRCRAFT 1 CAUSE REPORT

The pilot's failure to lower the landing gear before touchdown.

END REPORT

[U.S. Department of Transportation](#)
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591
1-866-TELL-FAA (1-866-835-5322)

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