

02/22/2013

To whom it may concern,

The following written statement chronicles to the best of my memory the events that led to the gear up landing in a Lancair Evolution N613TX on February 21, 2013. The aircraft was delivered to its home base of Sturgeon Bay Cherryland airport (KSUE) on Tuesday, February 19th. Initial training began the next day with me, Brad Andreae, and the instructor Scott Fordham. Scott is a pilot for RDD Enterprises, a Lancair build assist shop, and an approved instructor for the Lancair Owners and Builders Association training program. It was agreed that we would continue training the next day in Indianapolis so that Brad could attend a previously scheduled meeting near Eagle Creek Airport. The three of us uneventfully flew the aircraft to EYE with me in the left seat and Scott in the right seat. After dropping Brad off at the ramp, Scott and I headed out for more training, beginning with work in the landing pattern.

Our first two landings were normal full flap touch and go's. On our third takeoff we noticed that after gear retraction the gear position indicator still showed three green, down and locked. To fix the incongruity we cycled the switch back down and noted no sound, which confirmed the gear was already down. We next cycled the gear up and it came up normally. Having extended the pattern slightly, we then cycled the gear down, and it came down normally with three green indicated. We attributed the incident as a one-time anomaly and decided to continue. The next landing was a flaps 25 landing to be followed by a no flap landing to a full stop. The gear operated normally on the flaps 25 pattern. Scott briefed me on the no flap landing to follow which included a greater than normal power reduction to achieve 95 knots, and a higher deck angle in the flare. On downwind I remember lowering the gear handle abeam the numbers, which was an exception from the previous patterns where I had lowered it midfield, and I then (too) briefly consulted the landing checklist. It's hard to imagine that I did not verify three green, as I always do, but I apparently did not. By base leg and final I was (perhaps excessively) concentrating on airspeed, and once again failed to confirm three green, as is my habit. I heard no aural gear warning until flaring the airplane with power off at nearly the same time as I heard the aircraft scraping the runway. My first instinct was to apply power for a go around, but quickly determined that could lead to a real catastrophe, and so realized the only thing we could do was ride it out. The airplane quickly veered off the right side of the runway clipping a taxiway and a runway light. The landing was traumatic, but smooth and neither of us suffered any injuries, other than to our damaged egos. We quickly exited the airplane and awaited help which we could see was on its way.

I hope this satisfies your request, and if you have any further questions, please contact me.

Doug McCain

Chief Pilot, Therma-Tron-X, Inc.

Georg Bloch
Principal Operations Inspector, FAA
1201 Columbia Road, Suite 101
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RE: Statement of events in N613TX on 2/21/2013

Mr. Bloch,

On 2/21/2013 I was with Doug McCain providing instruction in a Lancair Evolution N613TX in accordance with the LOBO, Lancair Owner's and Builders Organization, Evolution Initial Student Training syllabus. We had dropped off Brad Andrae, the aircraft's owner/builder, for a business meeting and were continuing our training from the previous day. We had decided to stay in the pattern at KEYE for takeoff and landing practice with Mr. McCain as the designated PIC for the flight. On our 3rd takeoff we had selected the gear up position and noticed that the gear did not retract. We cycled the gear a few times and it seemed to function normally after, so we decided to continue. On our 5th circuit around the pattern we were simulating a flap system failure with the flaps up. Abeam the landing point in the pattern Doug selected gear down and started our descent. I did notice normal pitch attitudes and descent rates and was thinking that Doug was making great progress. As we continued through base and final we were focused on airspeed and approach angle and honestly I don't remember checking the gear down indication. As we began the round-out our airspeed decreased below 95 knots, my suggested final approach speed for landing with the flaps up, and I began to notice a horn type beeping which was the gear unsafe horn. By the time I focused on the sound, I heard a scrapping noise and put the indications together with a very low plane on the horizon and looked up and noticed no green gear down lights. I immediately called for power and Doug began to add power but he decided that adding power with a potentially compromised prop and gear system might have an even more dangerous outcome so he reduced power and we very slowly and with great control settled to the runway. As soon as we touched down I pulled the condition lever to cut-off as the airplane started to veer to the right. We exited the runway into the grassy area between the runway and the taxiway and came to a stop. We turned off all electrical and closed the fuel valve to off and exited the aircraft.

Scott E. Fordham

