

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 4:00 P.M.	DATE 10/28/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Jack Alan Frohbieter (REDACTED) CPL ASEL, AMEL, IR			
Ph: (REDACTED), EML: (REDACTED)			
Location: On Runway 11 at N87; (Airman's Rights Brochure was initially provided)			
SUBJECT Gear up landing in N281F, S/N:70 at Trenton Robbinsville Airport (N87)			
(Experimental Amateur Built)			
DIGEST			
On 10/28/2021, at approximately 1:30 P.M., Mr. Frohbieter took off on runway 11 in N281F, a Questair Venture at N87. He climbed out to 800 feet and made a left crosswind turn. Then he made a left turn onto the downwind leg at approximately 1200 feet. There were two other aircraft on the downwind leg, a Cessna ahead of him, and a Piper Warrior behind him. On the extended downwind, the Piper Warrior made a left turn onto the base leg and cut out the two aircraft ahead of him. This caused the Cessna to go around. Mr. Frohbieter admitted to not doing his GUMP checks on the downwind leg, the base leg, and on final approach. He never checked to make sure that his gear was down and locked. His RPM setting was 2500 RPM on takeoff, on the downwind, and on final approach. His airspeed was 95 knots on final approach, and he touched down approximately two thirds of the way down the runway, and well right of the runway centerline. With the gear up, the aircraft slid and swerved on its belly down the right side of the runway until it came to a stop. No injuries were incurred. Mr. Frohbieter couldn't remember when he put the gear handle down, but he thought that he did that after the aircraft came to a full stop on the runway. This was his first landing of the day. His last flight was in early October 2021. His total time is just under 4000 hours, and he's flown approximately 35 hours in the last 12 months. He's flown approximately 4-5 hours in the last 90 days. He has approximately 76 hours in this aircraft. However, he started flying in 1966. Mr. Frohbieter stated that he wasn't fatigued. He confirmed that he does take Lipitor, and medication for diabetes. He also confirmed that he was using the radio while flying in the traffic pattern. Mr. Frohbieter also stated that he normally lands around the 1000 foot markers and on the right side of the runway due to the left turning tendency of the aircraft. He wasn't sure when his last flight review took place, but he was confident that he was current. While photographing the aircraft, it was apparent that the mixture was rich, the fuel selector valve was open, and the autopilot circuit breaker was pulled.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
The pilot, Mr. Frohbieter, neglected to put the landing gear in the down position as a result of forgetting complete the landing checklist, resulting in a gear up landing and damage to the prop and fuselage.			
Photographed the aircraft, including the cockpit. Coordinated with the Airport Manager and the staff of Air Mods to elevate the aircraft to extend the gear, and then tow the aircraft off the runway.			
Meeting with Mr. Frohbieter at 11:00 A.M. on 10/29/2021 to retrieve Aircraft Logs and Pilot Log Book.			
DATE 10/28/2021	TITLE Aviation Safety Inspector Operations	SIGNATURE JOSEPH V MONTONE	Digitally signed by JOSEPH V MONTONE Date: 2021.10.28 23:40:40 -04'00'

Inspector Gary Brown and I assessed the aircraft damage together after walking the runway with Mr. Frohbieter. He was also present during the pilot interview.