

STATEMENT TO FAA RE GEAR-UP LANDING OF N2840R

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I am the pilot and owner of N2840R, a BE-35 Beech Bonanza, serial number D-7221. I have been flying since 1993, and have a total of 3755 hours, with 1890 hours in this aircraft.

On May 13, 2025 I intended to make two cross-country IFR practice flights in this aircraft, departing my home base of ABE for UNV and then returning from UNV to ABE. I filed IFR flight plans in both directions. I was the sole occupant of the aircraft.

I departed ABE at approximately 1147 local time. As expected, I was in IMC from approximately 1500 MSL upon departure from ABE until I broke out at approximately 2400 MSL upon approach to UNV. I flew over at 6,000 feet, and then was descended by the approach controller (NY Center) to 4,400 feet as I neared UNV. The winds favored runway 6 and the approach in use was the RNAV (GPS) approach to runway 6. Upon my initial approach, the controller offered me vectors, which I accepted. I messed up this approach and aborted it, informing the controller that I would like to fly the full approach, including the hold in lieu of procedure turn, from the IAF HIMAB on my second try. After some maneuvering I became established outbound in the hold. However, I was task-saturated and somehow, despite my procedures to the contrary, neglected to lower the landing gear. The course guidance for the LPV approach on my Aspen came alive, and I flew the approach. I concentrated on keeping the green diamonds (the Aspen equivalent of the traditional needles) centered, and developed tunnel vision, neglecting to check that the gear was indeed down. When the prop/fuselage scraped the runway at approximately 1258 local time, I realized immediately what I had done. I informed the tower that I had made a gear up landing, would be exiting the aircraft, and I shut down the aircraft and did so. I was unharmed.

The UNV fire and rescue responded and ascertained that the situation was stable. I received a ride to the FBO. The airport called a towing company that lifted the aircraft, put the gear down, and towed it to the maintenance hangar at UNV, where it is now. My wife drove from home to UNV, picked me up, and drove me back home. (I live approximately 5 miles from ABE.)

The only good thing I can say is that in my 32 years of flying I have never caused any injury whatsoever to any human being, myself or anyone else.