

# CALLBACK

From NASA's Aviation Safety Reporting System



ASRS

NASA administers the Aviation Safety Reporting System (ASRS), which is a voluntary forum for aviation-involved people (pilots, mechanics, and other personnel). The hope is that this non-punitive forum will encourage sharing incidents among peers, to enhance safety through greater awareness of the things that can get even experienced aviators into trouble.

From time to time, [121five](#) will reprint interesting incidents, with directions to the originals.

## **Straight-in approaches and modifications of habits**

Straight-in approaches to non-Towered fields by VFR aircraft are discouraged to ensure safe and predictable traffic pattern flows. A Comanche pilot learned that straight-in approaches are problematic for another reason – they may inhibit the use of landing checklists that are commonly linked to traffic pattern legs.

While on third straight-in final for Runway 3, I lowered the gear switch, added 1 notch of flaps, and called my position on CTAF.

One other aircraft reported his position as I thought and felt the familiar drag of gear. I located [the] other aircraft as I continued my approach, added more flaps, and prepared to land...I failed to verify down and locked. Once flared over the runway, my aircraft continued to “float” and then started to sink farther than normal.

I decided to go around and added full power just as the bottom started to scrape. I kept full power in, nose-up attitude normal soft field speed. Once airborne, I realized gear had not extended... I reset circuit breaker and gear came down and locked then made a safe landing. Once shut down, I discovered I had significant prop strike, but very little other damage.

Three things I will do differently:

- 1) No more straight-in landings at uncontrolled airports, I will fly the normal pattern;
- 2) I will keep my hand on landing gear switch till down and locked;
- 3) If by chance I land gear up again, I will shut down and walk away. Taking off with a broken airplane could have been disastrous.

From [http://asrs.arc.nasa.gov/publications/callback/cb\\_329.htm](http://asrs.arc.nasa.gov/publications/callback/cb_329.htm)