



# Aviation Investigation Final Report

<b>Location:</b>	St George, Utah	<b>Accident Number:</b>	GAA17CA543
<b>Date &amp; Time:</b>	September 20, 2017, 09:00 Local	<b>Registration:</b>	N22650
<b>Aircraft:</b>	Cessna T210	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the retractable-landing-gear airplane reported that he "neglected to lower the landing gear" before landing, and the airplane landed with the landing gear retracted. He added that he had "no recollection of hearing the gear horn."

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to extend the landing gear before landing.

## Findings

<b>Aircraft</b>	Gear extension and retract sys - Not used/operated
<b>Personnel issues</b>	Forgotten action/omission - Pilot

## Factual Information

### History of Flight

Landing	Landing gear not configured (Defining event)
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### Pilot Information

Certificate:	Private	Age:	77,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	January 23, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 24, 2017
Flight Time:	(Estimated) 2270 hours (Total, all aircraft), 1835 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N22650
Model/Series:	T210 L	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21059767
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	September 12, 2017 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4367 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-H
Registered Owner:		Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KSGU,2936 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:56 Local	<b>Direction from Accident Site:</b>	308°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.87 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	St George, UT (SGU )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	SALT LAKE CITY, UT (SLC )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:55 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	ST GEORGE RGNL SGU	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2883 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	9300 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	37.041667,-113.507499(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Stan A Ritter; FAA; Salt Lake City, UT
<b>Original Publish Date:</b>	January 11, 2018
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=96047">https://data.nts.gov/Docket?ProjectID=96047</a>

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).