



Aviation Investigation Final Report

Location:	Duluth, Minnesota	Accident Number:	GAA15CA206
Date & Time:	July 25, 2015, 12:30 Local	Registration:	N1650X
Aircraft:	Cessna T210L	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he began his descent in the airport traffic pattern when another airplane announced its position in the vicinity of the airport. The pilot turned his attention to the traffic and located it visually. The traffic collision avoidance system (TCAS) annunciated in the proximity of the other airplane. The turn to the base leg was made after passing the traffic. During the base and final legs, the gear warning horn annunciated and the pilot stated he had mistaken it for the TCAS. The pilot landed with the gear retracted and the airplane sustained substantial damage to fuselage supporting structure.

The pilot reported he was wearing noise cancelling headphones during the flight but did state he was able to hear the gear warning horn annunciate.

After the accident, the airplane was placed on jacks and the landing gear was extended using the airplane's own systems and there was no indication of abnormal operation.

The pilot reported no preimpact mechanical failures or malfunctions with the airframe or engine 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 prior to landing, which resulted in substantial damage to the fuselage during landing. Contributing to the accident was the pilot's diverted attention to another airplane in the vicinity and that he inaccurately perceived the gear warning horn annunciator as the TCAS annunciator.

Findings

Personnel issues	Use of equip/system - Pilot
Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Monitoring other aircraft - Pilot
Personnel issues	Perception - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact
Landing-flare/touchdown	Landing gear not configured (Defining event)

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 3, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 4, 2014
Flight Time:	(Estimated) 131 hours (Total, all aircraft), 20 hours (Total, this make and model), 45 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1650X
Model/Series:	T210L	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21060685
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 17, 2015 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5926.3 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	TSIO-520
Registered Owner:		Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDYT, 610 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:14 Local	Direction from Accident Site:	346°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ST PAUL, MN (21D)	Type of Flight Plan Filed:	None
Destination:	Duluth, MN (DYT)	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	SKY HARBOR DYT	Runway Surface Type:	Asphalt
Airport Elevation:	610 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3049 ft / 75 ft	VFR Approach/Landing:	Full stop; Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.040729, -83.390777(est)

Administrative Information

Investigator In Charge (IIC):	Bigelow, Bradley
Additional Participating Persons:	David Nelson; Federal Aviation Administration; Minneapolis , MN
Original Publish Date:	September 11, 2015
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91675

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