



# Aviation Investigation Final Report

<b>Location:</b>	Santa Rosa, California	<b>Accident Number:</b>	WPR23LA342
<b>Date &amp; Time:</b>	September 5, 2023, 21:05 Local	<b>Registration:</b>	N2210R
<b>Aircraft:</b>	Cessna T210H	<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

After flying about 200 miles from his home airport, the pilot performed an uneventful night landing. After taxiing to the end of the runway he decided to perform another takeoff and landing for night currency. There was no traffic in the pattern, and after takeoff he retracted the landing gear. Once at pattern altitude, he stabilized the airplane in preparation for landing on the longest runway. During the final approach he adjusted the throttle, mixture, flaps, and propeller, but missed the step to extend the landing gear. The pilot stated that during the landing he did not recall hearing the gear warning horn, although it had worked during the preflight inspection. The airplane landed gear-up about midfield down the runway and sustained substantial damage to the lower fuselage structure. Following the accident, the pilot secured the airplane by shutting off the fuel selector valve and turning off the airplane's master switch (which also controlled its external lights).

The airport served air carrier operations and was located within Class D airspace until 2000 local, one hour before the accident, when the air traffic control tower closed, and the airspace reverted to Class G (uncontrolled). About the time of the accident, an Embraer E175 air carrier flight was inbound for landing on the accident runway, but from the opposite direction. A member of the airport operations department was performing a routine wildlife runway inspection and observed the accident. He warned the inbound air carrier flight that the runway was obstructed, and the crew initiated a missed approach, and diverted to another airport.

The first officer from the air carrier flight stated that he heard the accident airplane make position announcements while in the pattern, but that had it not been for the announcement by airport operations personal that the runway was obstructed, they would likely have continued the approach and landed with the unlit airplane still occupying the runway.

The airport typically served about 218 air carrier flight takeoffs and landings per week during the period of the accident, 13 of which were due to operate after the control tower was closed.

## Probable Cause and Findings

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

The pilot's failure to configure the landing gear during the landing approach.

### Findings

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

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Landing gear not configured (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 14, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	October 1, 2022
<b>Flight Time:</b>	689 hours (Total, all aircraft), 296 hours (Total, this make and model), 642 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2210R
<b>Model/Series:</b>	T210H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1968	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	T210-0360
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 1, 2022 Annual	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	120 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2958 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520C
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	285 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KSTS, 128 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	20:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.87 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Santa Rosa, CA (STS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Santa Rosa, CA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	21:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CHARLES M SCHULZ - SONOMA COUNTY STS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	128 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14/32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.510517,-122.8098

## Administrative Information

Investigator In Charge (IIC):	Simpson, Elliott
Additional Participating Persons:	Amanda M Bailey; FAA FSDO; Oakland, CA
Original Publish Date:	April 30, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=193058">https://data.nts.gov/Docket?ProjectID=193058</a>

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