



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Olivehurst, California	<b>Accident Number:</b>	WPR23LA234
<b>Date &amp; Time:</b>	June 9, 2023, 20:55 Local	<b>Registration:</b>	N4761A
<b>Aircraft:</b>	Cessna P210N	<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 reported that while on a straight in approach to land, he heard another pilot report that he was landing at the airport and would cut in front of him. The accident pilot discontinued the approach and performed a 360° turn. He then resumed the approach and continued to land but failed to extend the landing gear. The airplane sustained substantial damaged the left and right keel beams.

The pilot reported that there were no mechanical malfunctions or failures that would have precluded normal operations.

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

## Factual Information

### History of Flight

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

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 28, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1526 hours (Total, all aircraft), 1300 hours (Total, this make and model), 1526 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4761A
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:	1983	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P21000821
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 2, 2023 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3018.9 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-550
Registered Owner:	On file	Rated Power:	310
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	-18.3°C
Precipitation and Obscuration:			
Departure Point:	Lakeport, CA (102)	Type of Flight Plan Filed:	None
Destination:	Olivehurst, CA	Type of Clearance:	None
Departure Time:	19:59 Local	Type of Airspace:	Class E

## Airport Information

Airport:	Yuba County Airport KMYV	Runway Surface Type:	Asphalt
Airport Elevation:	64 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	6008 ft / 150 ft	VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.096001,-121.56819

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Salazar, Fabian
<b>Additional Participating Persons:</b>	Kenneth Meyers; Federal Aviation Administration; Sacramento, CA
<b>Original Publish Date:</b>	April 4, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192410">https://data.nts.gov/Docket?ProjectID=192410</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).