



Aviation Investigation Final Report

Location:	Frederick, Maryland	Accident Number:	ERA24LA037
Date & Time:	November 13, 2023, 07:48 Local	Registration:	N9515X
Aircraft:	Cessna 210	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot said that he extended the airplane's landing gear in preparation to land but did not confirm if the gear was down and locked. As such, he was not aware that the landing gear did not extend due to a failure of the system's hydraulic filter. The pilot landed gear up, resulting in substantial damage to the fuselage. The pilot said that when the airplane was recovered from the runway, recovery personnel were able to lift the airplane and extend the landing gear using the emergency gear hand pump.

Probable Cause and Findings

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

A failure of a hydraulic filter, which precluded normal extension of the landing gear. Also causal was the pilot's failure to confirm that he landing gear was extended before landing, which resulted in a gear up landing.

Findings

Personnel issues	Forgotten action/omission - Pilot
Aircraft	(general) - Failure

Factual Information

History of Flight

Landing	Sys/Comp malf/fail (non-power)
Landing-flare/touchdown	Landing gear not configured (Defining event)

Pilot Information

Certificate:	Private	Age:	73,Male
Airplane Rating(s):	Single-engine land; Multi-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:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	December 20, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 23, 2022
Flight Time:	2372 hours (Total, all aircraft), 312 hours (Total, this make and model), 2372 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9515X
Model/Series:	210 A	Aircraft Category:	Airplane
Year of Manufacture:	1961	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21057815
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	February 23, 2023 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3323 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470 E
Registered Owner:	On file	Rated Power:	260 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFDK,303 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	07:47 Local	Direction from Accident Site:	272°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.41 inches Hg	Temperature/Dew Point:	-1°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Edenton, NC (EDE)	Type of Flight Plan Filed:	None
Destination:	Frederick, MD	Type of Clearance:	VFR flight following
Departure Time:	06:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	Frederick Municipal Airport FDK	Runway Surface Type:	Asphalt
Airport Elevation:	309 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5819 ft / 100 ft	VFR Approach/Landing:	Full stop

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:	39.416743;-77.372694

Administrative Information

Investigator In Charge (IIC): Read, Leah

Additional Participating Persons: Philippe DeRosier; FAA/FSDO; Baltimore, MD

Original Publish Date: February 1, 2024

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=193388>

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