



National Transportation Safety Board Aviation Incident Final Report

Location:	ORLANDO, FL	Incident Number:	MIA88IA119
Date & Time:	03/01/1988, 1850 EST	Registration:	N823AR
Aircraft:	CESSNA 210M	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

WHILE ON A POSITIONING FLT THE ACFT LANDED GEAR UP. THE PLT STATED THAT HE FAILED TO FOLLOW THE CHECKLIST & FORGOT TO LOWER THE LANDING GEAR. EXAMINATION OF THE LANDING GEAR ASSY BY FAA PERSONNEL REVEALED NO FAILURE OR MALFUNCTION.

Probable Cause and Findings

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

Findings

Occurrence #1: GEAR NOT EXTENDED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/19/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1285 hours (Total, all aircraft), 41 hours (Total, this make and model), 1239 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N823AR
Model/Series:	210M 210M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	21062661
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	02/24/1988, AAIP	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4843 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-L
Registered Owner:	CHEROKEE LEASING INC.	Rated Power:	300 hp
Operator:	CHEROKEE EXPRESS	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	CHEROKEE EXPRESS	Operator Designator Code:	HZTA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	ORL, 113 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1850 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / -1° C
Precipitation and Obscuration:			
Departure Point:	TITUSVILLE, FL (TIX)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1825 EST	Type of Airspace:	Class D

Airport Information

Airport:	ORLANDO EXECUTIVE (ORL)	Runway Surface Type:	Asphalt
Airport Elevation:	113 ft	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	6000 ft / 150 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	TIMOTHY W MONVILLE	Report Date:	01/25/1990
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).