



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | BIG LAKE, TX | Accident Number: | FTW85LA070 |
| Date & Time: | 11/01/1984, 1130 CST | Registration: | N731HF |
| Aircraft: | CESSNA P210N | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General Aviation - Business | | |

Analysis

EN ROUTE TO HIS DESTINATION THE PLT WAS ADVISED OF IMC AT THE DESTINATION AND ELECTED TO RETURN TO THE ARPT FROM WHICH HE HAD DEPARTED. THE ACFT COLLIDED WITH THE RWY GEAR UP BECAUSE THE PLT DELAYED GEAR EXTENSION DURING THE LANDING.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - LOW CEILING

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY
3. (C) GEAR EXTENSION - DELAYED - PILOT IN COMMAND
4. (F) DIVERTED ATTENTION - PILOT IN COMMAND
5. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
6. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|---|--|------------|
| Certificate: | Private | Age: | 57, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 04/02/1984 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1048 hours (Total, all aircraft), 1048 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------------------|---|-----------------|
| Aircraft Make: | CESSNA | Registration: | N731HF |
| Model/Series: | P210N P210N | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | P21000460 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | 03/16/1984, Annual | Certified Max Gross Wt.: | 4000 lbs |
| Time Since Last Inspection: | 67 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 610 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed | Engine Model/Series: | TSIO-520-P |
| Registered Owner: | GLOBE WEEL SERVICE INC. | Rated Power: | 310 hp |
| Operator: | GLOBE WEEL SERVICE INC. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------|---|-----------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1130 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 20 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | BIG LAKE, TX (E41) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 0900 CST | Type of Airspace: | Airport Advisory Area |

Airport Information

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|----------------------|-------------------|---------------------------|----------------------------|
| Airport: | REAGAN CTY. (E41) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 2705 ft | Runway Surface Condition: | Dry |
| Runway Used: | 16 | IFR Approach: | None |
| Runway Length/Width: | 4030 ft / 50 ft | VFR Approach/Landing: | Full Stop; Traffic Pattern |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| 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): | T D MCFALL | Report Date: | |
| Additional Participating Persons: | LEE A BOEDEKER; LUBBOCK, TX | | |
| 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](#).