



National Transportation Safety Board Aviation Accident Final Report

Location:	Orlando, FL	Accident Number:	ATL00LA050
Date & Time:	05/02/2000, 1913 EDT	Registration:	N56LW
Aircraft:	Cessna 501	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While en route to land, the pilot silenced the landing gear warning horn. Just prior to touch down, the pilot attempted to lower the landing gear. The airplane touched down with the landing gear in transit, and the right landing gear collapsed. The examination and the functional check of the airplane failed to disclose a mechanical problem with the landing gear extension and retraction system. The pilot also did not report a mechanical problem with the airplane. The pilot stated that he forgot to lower the landing gear, as stated in the normal pre-landing checklist.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to follow the landing checklist that resulted in the delay of lowering the landing gear before touchdown.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING

Findings

1. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. (C) LANDING GEAR - DELAYED - PILOT IN COMMAND

Factual Information

On May 2, 2000, at 1913 eastern daylight time, a Cessna 501, Citation, N56LW, landed with the right main landing gear partially extended on runway 18 at the Orlando International Airport, in Orlando, Florida. The personal flight was operated by the pilot under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage. The private pilot and his passenger were not injured. The flight departed Leesburg, Florida, at 1850.

According to the pilot, while enroute to land he silenced the landing gear warning horn and forgot to lower the landing gear. Just prior to the touchdown, the pilot attempted to lower the landing gear. The airplane touched down with the landing gear in transit, and the right landing gear collapsed. The airplane skidded approximately 2500 feet on the runway surface before coming to a complete stop on the runway. The right wing assembly received structural damage, and leaked jet fuel from the bottom side of the right wing assembly.

The examination and the functional check of the airplane failed to disclose a mechanical problem with the landing gear extension and retraction system. The pilot also did not report a mechanical problem with the airplane. Reportedly, the pilot stated that he forgot to lower the landing gear, as instructed in the normal pre-landing checklist.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/14/1999
Occupational Pilot:		Last Flight Review or Equivalent:	08/02/1999
Flight Time:	3132 hours (Total, all aircraft), 776 hours (Total, this make and model), 2279 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N56LW
Model/Series:	501	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	501-0314
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	01/14/2000, AAIP	Certified Max Gross Wt.:	12000 lbs
Time Since Last Inspection:	43 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	4063 Hours	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed	Engine Model/Series:	JT15D-1A
Registered Owner:	Larry M. Phillips	Rated Power:	2200 lbs
Operator:	Larry M. Phillips	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MCO, 96 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1938 EDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 6500 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	24° C / 13° C
Precipitation and Obscuration:			
Departure Point:	Leesburg, FL (LEE)	Type of Flight Plan Filed:	IFR
Destination:	Orlando, FL (MCO)	Type of Clearance:	IFR
Departure Time:	1850 EDT	Type of Airspace:	Class B

Airport Information

Airport:	Orlando International Airport (MCO)	Runway Surface Type:	Concrete
Airport Elevation:	93 ft	Runway Surface Condition:	Dry
Runway Used:	18R	IFR Approach:	Visual
Runway Length/Width:	12000 ft / 200 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	28.428889, -81.316111

Administrative Information

Investigator In Charge (IIC):	Phillip Powell	Report Date:	09/30/2003
Additional Participating Persons:	Dale Nordorft; Orlando FSDO		
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/ .		

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