



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Orlando, FL	<b>Accident Number:</b>	ATL00LA050
<b>Date &amp; Time:</b>	05/02/2000, 1913 EDT	<b>Registration:</b>	N56LW
<b>Aircraft:</b>	Cessna 501	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N56LW
<b>Model/Series:</b>	501	<b>Engines:</b>	2 Turbo Jet
<b>Operator:</b>	Larry M. Phillips	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	JT15D-1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MCO, 96 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 100°
<b>Temperature:</b>	24° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Leesburg, FL (LEE)	<b>Destination:</b>	Orlando, FL (MCO)

## Airport Information

<b>Airport:</b>	Orlando International Airport (MCO)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	18R	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	12000 ft / 200 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Phillip Powell	<b>Adopted Date:</b>	09/30/2003
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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