



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Saint Louis, MO	<b>Accident Number:</b>	CEN13LA252
<b>Date &amp; Time:</b>	05/01/2013, 0745 CDT	<b>Registration:</b>	N731NR
<b>Aircraft:</b>	CESSNA P210N	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

While on left base of the traffic pattern, an air traffic controller instructed the pilot to make a "short approach" to avoid traffic. The pilot reported that he lowered the landing gear handle but that he was unsure if the landing gear down indicator light had illuminated, and he did not remember visually verifying that the gear was down during the approach. The pilot stated that, during the approach, he was distracted by an odd smell in the cockpit, which he thought may have been the air conditioner malfunctioning. The airplane touched down on the runway surface with the landing gear retracted. Examination of the landing gear system revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. Therefore, it is likely that the pilot was distracted by the odor in the cockpit and did not lower the landing gear or check that it was in the down position before landing.

## Flight Events

Landing - Landing gear not configured

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to extend the landing gear or check that it was in the down position before landing.

## Findings

Personnel issues-Action/decision-Action-Forgotten action/omission-Pilot - C  
Personnel issues-Task performance-Use of equip/info-Use of checklist-Pilot - C

## Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	71
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	(Estimated) 5860 hours (Total, all aircraft), 2800 hours (Total, this make and model), 5860 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N731NR
<b>Model/Series:</b>	P210N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CRAWFORD EDWARD J	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	TSIO-520 SER
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	SUS, 463 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	16°C / 13°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Saint Louis, MO (SME)	<b>Destination:</b>	Saint Louis, MO (SUS)

## Airport Information

<b>Airport:</b>	Spirit of St. Louis (SUS)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	08R	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	7484 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Michael J Folkerts	<b>Adopted Date:</b>	02/10/2014
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86794">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86794</a>		

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.