



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Cairo, IL	<b>Accident Number:</b>	GAA17CA483
<b>Date &amp; Time:</b>	08/09/2017, 1200 CDT	<b>Registration:</b>	N4986S
<b>Aircraft:</b>	ROCKWELL INTERNATIONAL 114	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane touched down during landing with the landing gear retracted and skidded to a stop in grass about 140 ft past the end of the runway threshold. The pilot reported during a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge that, "it was a simple gear-up landing, I forgot to put the [landing gear] switch down." He added that he was not wearing noise canceling headphones, and he reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The left wing sustained substantial damage.

The pilot reported in the NTSB Pilot/Operator Aircraft Accident/Incident Report, "no accident, as specified by NTSB for gear up landing, is admitted."

## Probable Cause and Findings

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

The pilot's failure to extend the landing gear before landing, which resulted in a gear-up landing and a runway overrun.

## Findings

Aircraft	Landing gear selector - Not used/operated (Cause)
Personnel issues	Forgotten action/omission - Pilot (Cause)

## Factual Information

### History of Flight

Landing	Landing gear not configured (Defining event)
Landing-landing roll	Runway excursion

### Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL INTERNATIONAL	Registration:	N4986S
Model/Series:	114 B	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	14019
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/28/2016, Annual	Certified Max Gross Wt.:	3140 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2520 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540
Registered Owner:	On file	Rated Power:	260 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KCIR, 322 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1655 UTC	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	27°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MARION, IL (MWA)	Type of Flight Plan Filed:	None
Destination:	Cairo, IL (CIR)	Type of Clearance:	None
Departure Time:	1130 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	CAIRO RGNL (CIR)	Runway Surface Type:	Asphalt
Airport Elevation:	322 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 ft	VFR Approach/Landing:	Full Stop; Straight-in

## Wreckage and Impact Information

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:	37.064167, -89.219444 (est)

## Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Report Date:	12/15/2017
Additional Participating Persons:	Michael Veselka; FAA/ FSDO; Springfield, IL		
Publish Date:	12/15/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95799">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=95799</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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).