



Aviation Investigation Final Report

Location:	Marksville, Louisiana	Accident Number:	CEN20CA411
Date & Time:	September 17, 2020, 18:30 Local	Registration:	N6208T
Aircraft:	Cessna R182	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he conducted a preflight inspection of the airplane, and that during the takeoff roll, he pulled the yoke back to stop the nosewheel from shimmying, added power, checked the engine performance, and then added more power. The airplane’s nose dropped slightly, and he added more power. Subsequently, the nose dropped further and contacted the ground. The pilot reduced engine power, and the airplane then skidded down the runway and exited onto grass, which resulted in the right forward fuselage, right outboard wing, and right horizontal stabilizer and elevator sustaining substantial damage. One of the first steps of the Preflight Checklist is “Landing Gear Lever – Gear Down.” The pilot reported that he liked “to touch each item” as he called it out but that he “did not do that on this phase of flight.”

According to the mechanic who recovered the airplane, he found the landing gear “handle” in the “up” position and the nose landing gear and right main landing gear retracted. The mechanic was able to extend the gear using the emergency hand pump. He then turned on the master switch and saw a green gear position light, indicating that all three landing gear were down and locked. The mechanic added that he did not see anything that would have caused the gear to collapse.

Probable Cause and Findings

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

The pilot's inadequate preflight inspection, during which he failed to ensure the landing gear handle in the "down" position which resulted in the landing gear retracting during takeoff, a loss of directional control, and a runway excursion.

Findings

Personnel issues	Preflight inspection - Pilot
Aircraft	Landing gear selector - Incorrect use/operation
Environmental issues	Sloped/uneven terrain - Effect on equipment
Aircraft	Directional control - Attain/maintain not possible

Factual Information

History of Flight

Takeoff	Landing gear not configured (Defining event)
Takeoff	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 9, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 28, 2019
Flight Time:	(Estimated) 467 hours (Total, all aircraft), 56 hours (Total, this make and model), 467 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6208T
Model/Series:	R182 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1983	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18201936
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	September 10, 2020 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3586 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed	Engine Model/Series:	O-540-J3C5D
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KESF, 118 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	327°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	30°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Marksville, LA	Type of Flight Plan Filed:	None
Destination:	Lafayette, LA (LFT)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	MARKSVILLE MUNI MKV	Runway Surface Type:	Asphalt
Airport Elevation:	78 ft msl	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	3799 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	31.094722,-92.069168(est)

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	Michael Wilson; Federal Aviation Administration; Baton Rouge, LA
Original Publish Date:	May 6, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=102015

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