



Aviation Investigation Final Report

Location:	Havasu, Arizona	Accident Number:	WPR22LA058
Date & Time:	December 1, 2021, 12:30 Local	Registration:	N81CB
Aircraft:	Cessna 510	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during an unstable approach, he did not perform a pre-landing checklist and did not configure the landing gear. Subsequently, the airplane touched down with the landing gear retracted and slid to a stop, in which a post-crash fire ensued over the right wing. The lower fuselage and right wing were substantially damaged. The pilot reported there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 during landing. Contributing to the accident was the pilot's failure to use a pre-landing checklist.

Findings

Personnel issues	Forgotten action/omission - Pilot
Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
Landing-landing roll	Abnormal runway contact

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	December 10, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 19, 2020
Flight Time:	1977 hours (Total, all aircraft), 484 hours (Total, this make and model), 1888 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N81CB
Model/Series:	510	Aircraft Category:	Airplane
Year of Manufacture:	2013	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	510-0439
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 26, 2021 Continuous airworthiness	Certified Max Gross Wt.:	8730 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	835.1 Hrs as of last inspection	Engine Manufacturer:	P&W CANADA
ELT:	C126 installed, not activated	Engine Model/Series:	PW615F-A
Registered Owner:	BAKER BYRON R	Rated Power:	1460 Lbs thrust
Operator:	BAKER BYRON R	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Brookshire, TX (KTME)	Type of Flight Plan Filed:	Company VFR
Destination:	Lake Havasu, AZ (KHII)	Type of Clearance:	IFR
Departure Time:	10:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	Lake Havasu City KHII	Runway Surface Type:	Asphalt
Airport Elevation:	783 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	8000 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.3401,-114.2132

Administrative Information

Investigator In Charge (IIC):	Bledsoe, James
Additional Participating Persons:	Drew Holmes; FAA FSDO; Scottsdale , AZ
Original Publish Date:	June 9, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=104353

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).