Aviation Investigation Final Report

Location:	KENOSHA, Wisconsin	**Accident Number:**	CHI98LA088
Date & Time:	January 26, 1998, 16:04 Local	**Registration:**	N8189Q
Aircraft:	Cessna 310Q	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot took off to practice touch-and-go's. He made a tighter than normal traffic pattern due to reduced visibility. He stated he was distracted due to the visibility. The pilot failed to lower the landing gear. During touchdown the propeller blades contacted the runway and the pilot performed a go-around. Airplane performance was degraded due to the bent propeller blades. The pilot overshot final approach and was unable to properly align the airplane with the runway due to the degraded performance. The airplane touched down in a field where it contacted a snow bank prior to traveling across the runway and coming to a stop. Inspection of the airplane revealed the landing gear warning horn would not operate with the landing gear retracted and flaps extended past 15 degrees.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to lower the landing gear and to properly align the airplane with the runway. Factors associated with the accident were: the inoperative gear warning, degraded aircraft performance, the pilot's diverted attention, the pilot's decision to perform a go-around, the snow bank and the runway which the airplane traveled across.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (F) LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
2. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
5. PROPELLER SYSTEM/ACCESSORIES,BLADE - BENT
6. (F) GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
7. (F) AIRCRAFT PERFORMANCE - DETERIORATED
8. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
9. (F) TERRAIN CONDITION - SNOWBANK
10. (F) TERRAIN CONDITION - RUNWAY

Factual Information

On January 26, 1998, at 0604 central standard time (cst), a Cessna 310Q, N8189Q, operated by an airline transport rated pilot, was substantially damaged when it collided with the runway while landing at the Kenosha Regional Airport, Kenosha, Wisconsin. Visual meteorological conditions prevailed and no flight plan was filed for the local flight. The pilot and passenger were not injured. The airplane was substantially damaged. The flight originated from the Kenosha Regional Airport about 1600 cst.

The pilot reported that they departed Kenosha with the intentions of practicing touch and go's, but do to restricted visibility he decided to make a full stop landing. The pilot reported that during the landing flare on runway 14 the landing gear warning horn sounded. He advanced the throttles to go-around; however, the propellers contacted the runway degrading their performance. The pilot reported he was able to climb to 150 feet above the ground and he made a 180 degree left turn with the airspeed remaining at 80 to 85 knots. He reported that he was attempting to land on runway 24R, but when he extended the landing gear the airspeed and altitude decayed to a point where he was unable to maneuver the airplane to line up with the runway. The pilot overshot the final approach and the airplane touched down off the right side of runway 24R on a heading of about 200 degrees.

The Federal Aviation Administration inspector who inspected the airplane and accident site reported that propeller strikes, 18 inches apart, were visible on runway 14. He also reported that N8189Q touched down on the right side of runway 24R where it contacted a snow bank prior to traveling across the runway. The airplane traveled 411 feet from where it touched down until it came to a stop on the left side of the runway. Inspection of the airplane revealed the landing gear warning horn activated when the throttles were retarded. It did not activate when the flaps were lowered past 15 degrees.

The pilot reported to a Federal Aviation Inspector that he usually extends the landing gear on downwind, but do to the restricted visibility he became distracted while trying to fly a tighter than normal traffic pattern.

Pilot Information

Certificate:	Airline transport; Flight engineer	**Age:**	59,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	January 5, 1998
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	16084 hours (Total, all aircraft), 39 hours (Total, this make and model), 7531 hours (Pilot In Command, all aircraft), 135 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N8189Q
Model/Series:	310Q 310Q	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	310Q0639
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	November 1, 1997 Annual	**Certified Max Gross Wt.:**	5300 lbs
Time Since Last Inspection:	1 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	3203 Hrs	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO-470-VO
Registered Owner:	THE HAYDEN GROUP, LTD	**Rated Power:**	260 Horsepower
Operator:	JON H. JENNINGS	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	ENW ,743 ft msl	**Distance from Accident Site:**	
Observation Time:	16:08 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Unknown	**Visibility**	2 miles
Lowest Ceiling:	Overcast / 3000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	120°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30 inches Hg	**Temperature/Dew Point:**	1°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(ENW)	**Type of Flight Plan Filed:**	None
Destination:	(ENW)	**Type of Clearance:**	VFR
Departure Time:	16:00 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	KENOSHA REGIONAL ENW	**Runway Surface Type:**	Concrete
Airport Elevation:	743 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	24	**IFR Approach:**	None
Runway Length/Width:	5499 ft / 100 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	42.619396,-87.829933(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	BILL COOPERNALL; MILWAUKEE , WI
Original Publish Date:	December 8, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=10824