



Aviation Investigation Final Report

Location:	MARTINSBURG, West Virginia	Accident Number:	BF087FA024
Date & Time:	February 21, 1987, 11:04 Local	Registration:	N756KZ
Aircraft:	CESSNA R-182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

THE PLT STATED THAT HE FORGOT TO MAKE A FINAL BEFORE LNDG CHECK BECAUSE HE WAS CONCENTRATING ON TRAFFIC AND THE SHORT LNDG HE HAD BEEN REQUESTED TO MAKE. TWR PERSONNEL VIOLATED USAF PROCEDURES WHEN THEY REQUESTED THAT THE ACFT HOLD SHORT OF THE EAST-WEST RWY ON LNDG AND WHEN THEY DID NOT REMIND THE PLT TO CHECK WHEELS DOWN PRIOR TO LNDG.

Probable Cause and Findings

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

Findings

Occurrence #1: GEAR NOT EXTENDED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
2. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - ATC PERSONNEL(LCL/GND/CLNC)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, 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):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 20, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1162 hours (Total, all aircraft), 23 hours (Total, this make and model), 831 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N756KZ
Model/Series:	R-182 R-182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R-182-01100
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 9, 1986 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	80 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1800 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-J3C5D
Registered Owner:	EUGENE M. PROPPER	Rated Power:	235 Horsepower
Operator:	ARMEL AVIATION, LTD.	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:	MRB ,557 ft msl	Distance from Accident Site:	
Observation Time:	11:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHANTILLY , VA (IAD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	10:45 Local	Type of Airspace:	Class D

Airport Information

Airport:	EASTERN WEST VA REGIONAL MRB	Runway Surface Type:	Asphalt
Airport Elevation:	557 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	5001 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.46072,-77.970344(est)

Administrative Information

Investigator In Charge (IIC): Dickinson, Alfred

Additional Participating Persons:

Original Publish Date: May 26, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=11281>

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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](#).