



# Aviation Investigation Final Report

<b>Location:</b>	SALINA, Kansas	<b>Accident Number:</b>	MKC90LA114
<b>Date &amp; Time:</b>	May 24, 1990, 16:05 Local	<b>Registration:</b>	N7311S
<b>Aircraft:</b>	CESSNA 182RG	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

DURING THE LANDING ROLL, WITH THE NOSE WHEEL DOWN, BUT THE MAINS IN TRAIL POSITION, THE AIRCRAFT SETTLED DOWN TO THE RUNWAY RESULTING IN SUBSTANTIAL DAMAGE. POST ACCIDENT INVESTIGATION REVEALED A NON-FUNCTIONING GEAR-DOWN HORN, AND THE LDG GEAR HYDRAULIC PUMP WAS PRODUCING INSUFFICIENT PRESSURE TO SECURE THE GEAR IN THE DOWN POSITION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: GEAR DOWN AND LOCKED NOT IDENTIFIED, AND EMERGENCY PROCEDURES NOT PERFORMED BY THE PILOT IN COMMAND.

## Findings

Occurrence #1: GEAR NOT EXTENDED  
Phase of Operation: LANDING

### Findings

1. (F) HYDRAULIC SYSTEM,PUMP - FAILURE,PARTIAL
  2. (F) LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
  3. (C) GEAR DOWN AND LOCKED - NOT IDENTIFIED - PILOT IN COMMAND
  4. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	56, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 30, 1989
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2874 hours (Total, all aircraft), 2613 hours (Total, this make and model), 2678 hours (Pilot In Command, all aircraft), 107 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7311S
<b>Model/Series:</b>	182RG 182RG	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	R18201703
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-J3C5D
<b>Registered Owner:</b>	UNKNOWN	<b>Rated Power:</b>	235 Horsepower
<b>Operator:</b>	AWI INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SLN ,1270 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	15:50 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 2000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 19°C
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>	LAS VEGAS , NV (LAS )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(SLN )	<b>Type of Clearance:</b>	Traffic advisory
<b>Departure Time:</b>	08:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	SALINA SLN	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1270 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	13337 ft / 200 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.809894,-97.609275(est)

## Administrative Information

**Investigator In Charge (IIC):** Hruban, John

**Additional Participating Persons:** RON MEYERS;

**Original Publish Date:** September 15, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=34986>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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