



Aviation Investigation Final Report

Location:	Linden, New Jersey	Accident Number:	IAD02LA045
Date & Time:	April 20, 2002, 12:20 Local	Registration:	N734VS
Aircraft:	Cessna P210N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot entered the traffic pattern on the downwind leg, extended full flaps, and flew the final approach at 90 knots. The pilot heard the sound of a horn as he flared for landing, and assumed it was the stall warning horn. However, as the airplane touched down, the pilot realized the landing gear was not extended. An operational check of the landing gear system revealed no mechanical anomalies.

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 prior to landing.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING

Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

On April 20, 2002, at 1220 eastern daylight time, a Cessna P210N, N734VS, was substantially damaged while landing at the Linden Airport (LDJ), Linden, New Jersey. The certificated private pilot and two passengers were not injured. Instrument meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed between the Genesee County Airport (GVQ), Batavia, New York, and Linden, New Jersey. The personal flight was conducted under 14 CFR Part 91.

According to the pilot, he departed about 1050 and flew direct to Linden. The visibility en route was "good," except for a few locations in New Jersey, where scattered rain showers had developed. While approaching Linden, the pilot saw that a rain shower was over the airport, which made it difficult to see. When he was about 3 miles from the airport, he reported to air traffic control that he had the airport in sight, he cancelled his IFR flight plan, and continued for a visual approach.

The pilot entered a left downwind for runway 27, extended full flaps, and flew the final approach at 90 knots. The pilot heard the sound of a horn as he flared for landing, and assumed it was the stall warning horn. However, as the airplane touched down, the pilot realized the landing gear was not extended. The propeller struck the ground, and the airplane slid to a stop on the runway.

A witness reported that he was in the fixed base operator (FBO) office when he first observed the airplane turning onto the final approach leg of the traffic pattern for runway 27, without its landing gear extended. At the same time, a line service employee attempted to contact the pilot over the Unicom frequency to inform the pilot that his gear was not extended. No response was received from the airplane, and the witness observed the airplane land with its gear up, and skid down the runway to a stop.

A Federal Aviation Administration (FAA) inspector performed an on-scene examination of the airplane. According to the inspector, the landing gear selector was observed in the "up" position, and substantial damage was observed to the right wing rib. Damage was also observed to the underside of the fuselage, the propeller, and the right wingtip and aileron. During the examination, the airplane was placed on a jack, the landing gear was manually extended, and no mechanical deficiencies were observed.

According to the Cessna P210N Pilot Operating Handbook, items 3 and 4 in the BEFORE LANDING checklist are:

3. Landing Gear - EXTENDED (below 165 KIAS)
4. Landing Gear - CHECK (observe main gear down and green indicator light on)

The pilot reported 1,144 hours of total flight experience, 523 of which were in make and model.

Weather reported at Newark International Airport (EWR), Newark, New Jersey, 5 miles to the northeast, at 1212, included winds from 270 degrees at 4 knots, visibility 3/4 mile, and broken clouds at 2,500 feet. Additionally, a thunderstorm was reported at the airport, with cloud-to-cloud and cloud-to-ground lightning.

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	March 4, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 9, 2002
Flight Time:	1144 hours (Total, all aircraft), 523 hours (Total, this make and model), 1101 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N734VS
Model/Series:	P210N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P21000614
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 21, 2001 Annual	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520P
Registered Owner:	Hodgins Engraving Co Inc	Rated Power:	310 Horsepower
Operator:	Robert Hodgins	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	EWR,18 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	12:12 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:		Visibility	0.75 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	17°C / 12°C
Precipitation and Obscuration:	Heavy - None - Rain		
Departure Point:	Batavia, NY (GVQ)	Type of Flight Plan Filed:	IFR
Destination:	Linden, NJ (LDJ)	Type of Clearance:	None
Departure Time:	10:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	Linden Airport LDJ	Runway Surface Type:	Asphalt
Airport Elevation:	23 ft msl	Runway Surface Condition:	Wet
Runway Used:	27	IFR Approach:	Visual
Runway Length/Width:	4137 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	40.617221,-74.244445

Administrative Information

Investigator In Charge (IIC):	Andrews, Jill
Additional Participating Persons:	Ken Symons; Federal Aviation Administration; Teterboro, NJ
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=54606

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.

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](#).