



# Aviation Investigation Final Report

<b>Location:</b>	Lake Havasu Cit, Arizona	<b>Accident Number:</b>	LAX07LA019
<b>Date &amp; Time:</b>	October 27, 2006, 13:45 Local	<b>Registration:</b>	N56MB
<b>Aircraft:</b>	Cessna 310N	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During landing, the airplane veered off the runway and the left main landing gear collapsed following an aborted gear-up landing during which the propeller contacted to the runway. The pilot said he extended the landing gear on entry to the downwind leg of the traffic pattern; however, ground witnesses saw the landing gear retracted during the entire approach and attempted landing. During the landing flare with the landing gear in the retracted position, the left propeller contacted the runway surface. The pilot aborted the landing. While climbing to the crosswind leg, the pilot noted that the airplane's performance was not sufficient to complete a landing pattern. He then performed a 180-degree return back to the runway and extended the landing gear. As the airplane touched down, the airplane veered off the runway surface, encountered a dirt area, and the left main landing gear collapsed. At the request of Safety Board investigators, an FAA certified aircraft mechanic performed an examination of the airplane shortly after the accident. He stated that he found no mechanical malfunctions or failures that would have precluded the landing gear from operating normally.

## 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 prior to touchdown.

## Findings

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

Findings

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

## Factual Information

On October 27, 2006, about 1345 mountain standard time, a Cessna 310N, N56MB, experienced a propeller strike and collision with the runway during landing at the Lake Havasu City Airport, Lake Havasu City, Arizona. Air Michelle was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and two passengers were not injured; the airplane sustained substantial damage. The personal cross-country flight originated from John Wayne-Orange County Airport, Santa Ana, California, about 1220 Pacific daylight time, with a planned destination of Lake Havasu City. Visual meteorological conditions prevailed, and a flight plan had not been filed.

The National Transportation Safety Board investigator-in-charge (IIC) interviewed the pilot immediately following the accident. He stated that he lowered the landing gear to the down and locked position while on the downwind leg of the traffic pattern for runway 32. During the landing flare, the pilot audibly distinguished an abnormal sound. He opted to abort the landing and manipulated the throttle control to the maximum power position. While climbing to the crosswind leg, the pilot noted that the airplane's performance was not sufficient to complete a landing pattern. He maneuvered the airplane in a 180-degree turn back to the runway (heading 140 degrees). As the airplane touched down, the pilot experienced a loss of control. The airplane veered to the left and departed the runway surface, subsequently encountering a dirt area. After egressing the airplane, the pilot noticed that the left main landing gear had collapsed and propeller blades on both engines appeared to have contacted the ground; the nose and right gear were in the down and locked position.

During a telephone conversation with the Safety Board IIC, a witness reported that he observed the airplane approaching the runway, with the landing gear in the up position. The airplane continued to the runway in the gear-up configuration, until the left propeller struck the runway surface. The airplane then became airborne and the landing gear dropped into the down position. The airplane appeared to make a left turn and then intercepted the runway in the opposite direction.

A Federal Aviation Administration certified aircraft mechanic performed an examination of the airplane shortly after the accident. He stated that he found no mechanical malfunctions or failures that would have precluded the landing gear from operating normally.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	37, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 1, 2006
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 1, 2006
<b>Flight Time:</b>	462 hours (Total, all aircraft), 104 hours (Total, this make and model), 302 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N56MB
<b>Model/Series:</b>	310N	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	310N-0072
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	5200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-470 Series
<b>Registered Owner:</b>	Air Michelle	<b>Rated Power:</b>	260 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	EED,916 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	12:56 Local	<b>Direction from Accident Site:</b>	60°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.25 inches Hg	<b>Temperature/Dew Point:</b>	26°C / -5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Santa Ana, CA (SNA )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lake Havasu , AZ (HII )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:20 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Lake Havasu City Airport HII	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	783 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8001 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	34.571109,-114.358055

## Administrative Information

**Investigator In Charge (IIC):** Keliher, Zoe

**Additional Participating Persons:** Jim Warniers; Federal Aviation Administration; Scottsdale, AZ

**Original Publish Date:** May 29, 2007

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=64760>

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](#).