Aviation Investigation Final Report

Location:	Lake Havasu Cit, Arizona	**Accident Number:**	LAX07LA019
Date & Time:	October 27, 2006, 13:45 Local	**Registration:**	N56MB
Aircraft:	Cessna 310N	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	3 None
Flight Conducted Under:	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 stuck 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

Certificate:	Private	**Age:**	37,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 3 With waivers/limitations	**Last FAA Medical Exam:**	June 1, 2006
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	June 1, 2006
Flight Time:	462 hours (Total, all aircraft), 104 hours (Total, this make and model), 302 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

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

Airport Information

Airport:	Lake Havasu City Airport HII	**Runway Surface Type:**	Asphalt
Airport Elevation:	783 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	32	**IFR Approach:**	None
Runway Length/Width:	8001 ft / 100 ft	**VFR Approach/Landing:**	Full stop;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:**	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.ntsb.gov/Docket?ProjectID=64760