



# Aviation Investigation Final Report

<b>Location:</b>	CHERRY POINT, North Carolina	<b>Accident Number:</b>	ATL86LA191
<b>Date &amp; Time:</b>	July 3, 1986, 20:10 Local	<b>Registration:</b>	N1770M
<b>Aircraft:</b>	CESSNA 337F	<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

WHEN THE GEAR SELECTOR HANDLE WAS PLACED IN THE UP POSITION THE GEAR UNSAFE WARNING HORN SOUNDED. THE PLT REPORTED A STALL WARNING HORN TO ATC AND RETURNED TO THE AIRPORT AND LANDED. FINDING NOTHING WRONG WITH THE AIRCRAFT THE PLT. TOOK-OFF AGAIN. WHENTHE HORN AGAIN CAME ON HE AND ONE OF HIS PASSENGERS TOOK TURNS HOLDING THE TEST BOTTON IN TO KEEP THE HORN SILENT. FINALLY THEY PUT A PIECE OF PAPER UNDER THE BOTTON, THAT STOPPED THE HORN. THE LANDING GEAR WOULD NOT EXTEND NORMALLY WITH THE ALTERNATE/EMERGENCY SYSTEMS. A GEAR UP LANDING WAS MADE ON GRASS.

## Probable Cause and Findings

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

### Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CLIMB - TO CRUISE

#### Findings

1. (C) LANDING GEAR - OTHER
2. (C) UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND
3. (C) MAINTENANCE,INSPECTION - NOT PERFORMED - PILOT IN COMMAND
4. WARNING SYSTEM(OTHER) - DISABLED

- 5. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
- 6. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
- 8. (C) GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52, 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>	None	<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 5, 1985
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1200 hours (Total, all aircraft), 450 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1770M
<b>Model/Series:</b>	337F 337F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	33701370
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	July 16, 1985 Unknown	<b>Certified Max Gross Wt.:</b>	4500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2269 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-C
<b>Registered Owner:</b>	JOHN W. BELL	<b>Rated Power:</b>	210 Horsepower
<b>Operator:</b>		<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>	NKT ,29 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	20:10 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	40°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	28°C / 17°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	KNOXVILLE , TN (TVS )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	BEAUFORT , NC (MRH )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class D;Class E

## Airport Information

<b>Airport:</b>	CH. PR MARINE CORPS AIRST NKT	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	29 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	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>	34.899044,-76.900108(est)

## Administrative Information

**Investigator In Charge (IIC):** Fouts, Charles

**Additional Participating Persons:** WALTER L RIGSBEE; RALEIGH , NC

**Original Publish Date:**

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=7144>

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