



Aviation Investigation Final Report

Location:	Moab, Utah	Accident Number:	WPR14CA217
Date & Time:	May 28, 2014, 14:30 Local	Registration:	N9589T
Aircraft:	Cessna 210	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The pilot stated that the purpose of the flight was to make numerous takeoffs and transport skydivers to an adequate jumping altitude. The first takeoff was uneventful, and after the skydivers egressed the airplane, the pilot returned back to the airport. During the landing, the airplane bounced three times down the runway. The pilot taxied to the hangar and without shutting down the engine, boarded the second load of skydivers. Shortly thereafter, the pilot departed and during the initial climb, he attempted to retract the landing gear. The landing gear would not retract and the pilot decided to continue the flight with the landing gear extended. After the skydivers jumped, the pilot landed without incident. He taxied back to the hangar and shut down the engine. After exiting the airplane he noticed that the propeller tips were bent. As a result of the impact, the firewall was substantially damaged.

The pilot reported no pre impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate landing flare, which resulted in a hard landing.

Findings

Aircraft	Landing flare - Incorrect use/operation
Personnel issues	Aircraft control - Pilot
Personnel issues	Decision making/judgment - Pilot
Aircraft	Gear extension and retract sys - Inoperative

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact (Defining event)
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Pilot Information

Certificate:	Private	Age:	25
Airplane Rating(s):	Single-engine sea	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 2 Without waivers/limitations	Last FAA Medical Exam:	August 16, 2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 250 hours (Total, all aircraft), 120 hours (Total, this make and model), 172 hours (Pilot In Command, all aircraft), 16 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9589T
Model/Series:	210 F	Aircraft Category:	Airplane
Year of Manufacture:	1960	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	57389
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	May 18, 2014 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3883 Hrs as of last inspection	Engine Manufacturer:	Teledyne Continental Motors
ELT:	Not installed	Engine Model/Series:	IO-470E
Registered Owner:	GRAY ROBERT P	Rated Power:	260
Operator:	Canyonland Skydive	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCYN	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 16 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	30°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Moab, UT (CNY)	Type of Flight Plan Filed:	None
Destination:	Moab, UT (CNY)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

Airport:	CANYONLANDS FIELD CNY	Runway Surface Type:	Asphalt
Airport Elevation:	4557 ft msl	Runway Surface Condition:	Dry
Runway Used:	03	IFR Approach:	None
Runway Length/Width:	7100 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.754722,-109.754722(est)

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Rodney Martinez; Federal Aviation Administration; Salt Lake City, UT
Original Publish Date:	September 30, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=89322

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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](#).