



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Mount Vernon, Illinois	Accident Number:	CEN24LA264
Date & Time:	July 12, 2024, 12:30 Local	Registration:	N9776Y
Aircraft:	Cessna 210	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that as the airplane approached the airport to land, he found that the runway he had planned to land on was closed, so he maneuvered to land on an open runway. He forgot to extend the landing gear and wheels up landed the airplane on its belly. The airplane skidded on its belly to a stop, which resulted in substantial damage to the primary structure of the underside of fuselage. The pilot reported no mechanical malfunctions or failures that contributed to the accident, but also reported that neither he nor the passenger heard the landing gear warning horn during the approach. During the functional testing of the landing gear system, the landing gear warning horn was found to be intermittent.

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, resulting in a wheel up landing. Contributing to the accident was the intermittent warning horn which likely did not sound to warn the pilot about the misconfigured landing gear.

Findings

Personnel issues

Use of equip/system - Pilot

Aircraft

Gear position and warning - Malfunction

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	76, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	December 18, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 18, 2023
Flight Time:	5240 hours (Total, all aircraft), 1871 hours (Total, this make and model), 5128 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9776Y
Model/Series:	210 N	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	21064595
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 16, 2024 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	30 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4584 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-520-L13B
Registered Owner:	SHINN WILLIAM K	Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMVN,480 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:08 Local	Direction from Accident Site:	133°
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	26°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Henderson, KY (EHR)	Type of Flight Plan Filed:	
Destination:	Mount Vernon, IL	Type of Clearance:	None
Departure Time:	11:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	MOUNT VERNON MVN	Runway Surface Type:	Asphalt
Airport Elevation:	480 ft msl	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3146 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.323361,-88.8585(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Timothy Grigsby; FAA FSDO; Springfield, IL
Original Publish Date:	October 22, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194690

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](#).