



National Transportation Safety Board Aviation Accident Final Report

Location:	Daytona Beach, Florida	Accident Number:	ERA20CA125
Date & Time:	February 20, 2020, 12:45 Local	Registration:	N163TC
Aircraft:	Cessna 510	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was receiving a checkride from a designated pilot examiner for his single-pilot type rating in a turbine airplane. After a series of maneuvers, emergencies, and landings, the examiner asked the pilot to complete a no-flap landing. The pilot reported that he performed the Before Landing checklist with no flaps and believed that he had put the gear down. During touchdown, the pilot felt a "thump" and thought a tire had blown; however, he saw that the landing gear handle was in the "up" position, and he noted that the landing gear warning horn did not sound because he had performed a no-flaps landing. The examiner confirmed that the landing gear handle was in the "up" position. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. A Federal Aviation Administration inspector who examined the airplane reported that the landing gear handle was in the "up" position and that the fuselage had sustained substantial damage. The landing gear was lowered and locked into place without issue after the airplane was lifted from the runway.

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 before landing. Contributing to the accident was the examiner's failure to check that the landing gear was extended.

Findings

Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Lack of action - Designated examiner

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	62,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	August 13, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 12, 2019
Flight Time:	2533 hours (Total, all aircraft), 90 hours (Total, this make and model), 2460 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 24 hours (Last 24 hours, all aircraft)		

Other flight crew Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	33,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	September 27, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7500 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N163TC
Model/Series:	510 No Series	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	510-0039
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 1, 2020 Continuous airworthiness	Certified Max Gross Wt.:	8730 lbs
Time Since Last Inspection:		Engines:	2 Turbo fan
Airframe Total Time:	2380 Hrs at time of accident	Engine Manufacturer:	Pratt Whitney
ELT:	Installed, not activated	Engine Model/Series:	615R-A
Registered Owner:		Rated Power:	1460 Lbs thrust
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:	KDAB, 41 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	77°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 2100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	24° C / 20° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Daytona Beach, FL (DAB)	Type of Flight Plan Filed:	IFR
Destination:	Daytona Beach, FL (DAB)	Type of Clearance:	IFR
Departure Time:	11:52 Local	Type of Airspace:	Class C

Airport Information

Airport:	Daytona Beach Intl DAB	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	34 ft msl	Runway Surface Condition:	Dry
Runway Used:	07L	IFR Approach:	None
Runway Length/Width:	10500 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.181667, -81.054443(est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Hugo Villanueva; FAA/FSDO; Orlando, FL
Original Publish Date:	August 25, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101067

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