



National Transportation Safety Board Aviation Accident Final Report

Location:	COLLEGE PARK, MD	Accident Number:	BF096LA017
Date & Time:	11/02/1995, 1000 EST	Registration:	N2132Q
Aircraft:	CESSNA 177RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

The pilot reported that he activated the gear extension switch and visually confirmed that the main landing gear was extended. During the landing roll the main gear collapsed and the airplane veered off the runway and collided with a ditch. According to the pilot the touchdown was smooth and soft, but as he applied the brakes, he felt the nose rising and his seat getting lower to the ground. Postaccident examination of the airplane revealed no evidence of preimpact mechanical malfunction; the landing gear cycled normally.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the main landing gear retracted for undetermined reasons.

Findings

Occurrence #1: GEAR RETRACTION ON GROUND
Phase of Operation: LANDING - ROLL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - DITCH

Factual Information

On November 2, 1995, at 1000 eastern standard time, N2132Q, a Cessna 177RG, sustained substantial damage when the main landing gear collapsed during landing on runway 15 at College Park Airport, College Park, Maryland. The certificated commercial pilot and the passenger were not injured. Visual meteorological conditions prevailed and a flight plan was not filed. The local personal flight was conducted under 14 CFR 91.

The pilot stated: "[The] Gear down switch was actuated and cycle appeared normal. Visual gear down on both sides, right side was witnessed...smooth and soft flare, smooth main contact with ground. Nice roll on all three gear, then upon application of brakes, felt a bump as if hitting a log on runway, then a sense of the nose rising, which was actually the seat getting lower and lower towards the ground. Aircraft doing approx. 30 mph left runway...came to stop leaning to the left."

According to the Federal Aviation Administration (FAA) Inspector, when the landing gear collapsed, the aircraft veered off the runway and collided with a ditch. The aircraft was removed and sent to a repair facility for further examination. The examination included cycling the gear. The gear operated satisfactorily during the examination.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	63, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/20/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4184 hours (Total, all aircraft), 1310 hours (Total, this make and model), 11 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2132Q
Model/Series:	177RG 177RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	177RG0532
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	07/15/1994, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	115 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3666 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-A1B6D
Registered Owner:	HIRAM LOPEZ	Rated Power:	200 hp
Operator:	HIRAM LOPEZ	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BWI, 146 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	0953 EST	Direction from Accident Site:	235°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	20° C / 18° C
Precipitation and Obscuration:			
Departure Point:	(CGS)	Type of Flight Plan Filed:	VFR/IFR
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	COLLEGE PARK (CGS)	Runway Surface Type:	Asphalt
Airport Elevation:	50 ft	Runway Surface Condition:	Dry
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	2610 ft / 60 ft	VFR Approach/Landing:	Full Stop

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:	

Administrative Information

Investigator In Charge (IIC):	BEVERLEY DRAKE-NURSE	Report Date:	04/29/1996
Additional Participating Persons:	TOM TALBERT; BALTIMORE, MD		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).