



National Transportation Safety Board Aviation Accident Data Summary

Location:	Broomfield, CO	Accident Number:	DEN01LA119
Date & Time:	07/01/2001, 1125 MDT	Registration:	N2129Q
Aircraft:	Cessna 177RG	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

During cruise flight, the pilot heard a loud "pop" and noticed the landing GEAR UP light was no longer illuminated and would not illuminate when he pushed the PUSH TO TEST button. When he tested the GEAR DOWN light, it illuminated. He slowed the airplane and cycled the landing gear, but to no avail. He then checked and reset the landing gear circuit breaker. He cycled the landing gear both electrically and manually. He was able to lock the nose landing gear by pulling a 2-g maneuver, but the main landing gear remained retracted. The pilot then landed with the nose gear extended and the main gears retracted. He was able to maintain a wings level attitude until the aircraft came to a stop approximately 250 feet down the runway. The aircraft then leaned onto its right stabilizer, crushing some spars and ribs. Post-accident examination revealed the hydraulic nose landing gear UP hose had failed.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the nose landing gear hydraulic UP hose, which resulted in a wheels-up landing..

Findings

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

Findings

1. (C) HYDRAULIC SYSTEM,LINE - BURST
2. REMEDIAL ACTION - NOT SUCCESSFUL - PILOT IN COMMAND

Occurrence #2: WHEELS UP LANDING
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Private	Age:	53
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	529 hours (Total, all aircraft), 460 hours (Total, this make and model), 448 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2129Q
Model/Series:	177RG	Engines:	1 Reciprocating
Operator:	Larry L. Earnshaw	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	I0-360-A1B6D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBJC, 5670 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	8 knots / , 360°
Temperature:	28° C	Visibility	60 Miles
Precipitation and Obscuration:			
Departure Point:	Erie, CO (48V)	Destination:	Wahoo, NE (AHQ)

Airport Information

Airport:	Broomfield-Jefferson County (BJC)	Runway Surface Type:	Asphalt
Runway Used:	29L	Runway Surface Condition:	Dry
Runway Length/Width:	7004 ft / 75 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Arnold W Scott

Adopted Date: 10/23/2001

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/>.

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