



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Richland, WA	Accident Number:	WPR14CA092
Date & Time:	12/01/2013, 1530 PST	Registration:	N7592V
Aircraft:	CESSNA 177RG	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The student pilot reported that following an uneventful flight, as he entered the airport traffic pattern on the downwind leg, was notified by another pilot that there was an airplane operating within the traffic pattern with no radio. The student pilot established visual contact with one airplane, however, did not establish visual contact with the airplane operating without a radio until reaching the mid-field point on downwind. The student pilot stated that throughout the approach to landing, he maintained visual contact with the airplane until it would not be a factor. The student pilot subsequently landed the airplane with the landing gear in the retracted position, which resulted in structural damage to the fuselage. The student pilot stated that his attention was diverted between maintaining airspeed and a stable approach to the runway, while maintaining visual contact with the airplane that was not in radio contact. He added that he failed to do his before landing checklist as he normally does at the mid-field point on downwind and each turn in the traffic pattern. The pilot reported no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Flight Events

Landing - Landing gear not configured

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to extend the landing gear prior to landing. Contributing to the accident was the pilot's diverted attention and not using a checklist.

Findings

Aircraft-Aircraft systems-Landing gear system-(general)-Not used/operated - C
 Personnel issues-Action/decision-Action-Forgotten action/omission-Student/instructed pilot - C
 Personnel issues-Psychological-Attention/monitoring-Attention-Student/instructed pilot - F
 Personnel issues-Task performance-Use of equip/info-Use of checklist-Student/instructed pilot - F

Student Pilot Information

Certificate:	Student	Age:	63
Airplane Rating(s):	None	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	88 hours (Total, all aircraft), 37 hours (Total, this make and model), 29 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N7592V
Model/Series:	177RG NO SERIES	Engines:	1 Reciprocating
Operator:	MISENER RICHARD H	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360-A1B6D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KPSC, 402 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 8000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Calm
Temperature:	13°C / 7°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hermiston, OR	Destination:	Richland, WA (RLD)

Airport Information

Airport:	RICHLAND (RLD)	Runway Surface Type:	Asphalt
Runway Used:	01	Runway Surface Condition:	Dry
Runway Length/Width:	4009 ft / 75 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Joshua Cawthra	Adopted Date:	04/01/2014
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88659		

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.