



National Transportation Safety Board Aviation Accident Factual Report

Location:	El Cajon, CA	Accident Number:	GAA17CA372
Date & Time:	06/20/2017, 1415 PDT	Registration:	N5424V
Aircraft:	CESSNA 172RG	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

The flight instructor reported that, during a stage check for the commercial pilot training course, the private pilot student completed the "G.U.M.P. [gas, undercarriage, mixture, propeller] check" on downwind in the traffic pattern. He added that, before the turn to the base leg, "everything was normal, and the gear was selected down by the student." He added that he observed three green landing gear extended indication lights illuminated. He further added that, after a normal landing touchdown, when the airplane slowed to 40 knots in the ground roll, the right main landing gear collapsed, and the airplane veered off the runway to the right. He reported that he did not visually check the right main landing gear to see if it was extended.

The private pilot reported that, "on downwind we followed the G.U.M.P.S checklist and verified the landing gear was down. My instructor checked the right [main landing gear] and I checked the left [main landing gear]." He added that, on base he "checked the landing lights with green [lights]." He further added that after a normal landing touchdown, the right main landing gear collapsed, and the airplane veered off the runway to the right.

The right elevator sustained substantial damage.

The Federal Aviation Administration Aviation Safety Inspector assigned to the accident performed a functional test of the accident airplane's landing gear system one day after the accident. The inspector observed the landing gear retracting, extending, and locking down into place "several times." He added that during two gear extension cycles, he "simulated an air load on the right main landing gear by pulling back on it as it extended; the gear extended and locked down properly without discrepancies."

According to a commercial pilot witness, while he was driving a car along an airport perimeter road, he had a "head-on-view of the aircraft landing." He added that, he observed a "red and white C172RG" airplane on final approach that "appeared to not have the gear down." He added that, he stopped his car and continued to watch the airplane, and as it passed off to his right, he observed the "front wheel" down and both main landing gear were "hanging." He subsequently observed the airplane touch down on the left main landing gear first, and then skid off the runway to the right.

Pilot Information

Certificate:	Private	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	06/12/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 238 hours (Total, all aircraft), 28 hours (Total, this make and model), 117 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 1.6 hours (Last 24 hours, all aircraft)		

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
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 3 Without Waivers/Limitations	Last FAA Medical Exam:	05/03/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	03/27/2016
Flight Time:	(Estimated) 6800 hours (Total, all aircraft), 700 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 320 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5424V
Model/Series:	172RG	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172RG0528
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/27/2017, 100 Hour	Certified Max Gross Wt.:	2658 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	12652 Hours as of last inspection	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-A1A6
Registered Owner:	SORBI AVIATION INC.	Rated Power:	180 hp
Operator:	California Flight Academy	Operating Certificate(s) Held:	Pilot School (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSEE, 387 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2147 UTC	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	34° C / 15° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	El Cajon, CA (SEE)	Type of Flight Plan Filed:	None
Destination:	El Cajon, CA (SEE)	Type of Clearance:	VFR
Departure Time:	1415 PDT	Type of Airspace:	Class D

Airport Information

Airport:	GILLESPIE FIELD (SEE)	Runway Surface Type:	Asphalt
Airport Elevation:	387 ft	Runway Surface Condition:	Dry
Runway Used:	27R	IFR Approach:	None
Runway Length/Width:	5342 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.826111, -116.972500 (est)

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt
Additional Participating Persons:	Gregory C Nolting; FAA/ FSDO; San Diego, CA
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=95447