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### Statement of Occurrence at KRYY

On February 13<sup>th</sup> 2019 around 4:15pm EST, I made a flight with a Cessna Cutlass 172RG from KFTY Fulton County Airport-Brown Field to KRYY Cobb County International-Mccollum Field where my occurrence of a "wheels-up landing" happened. This particular day became a very stressful one immediately upon flying into the busy and congested area within the Atlanta class bravo airspace. Not having experienced such a busy airspace prior to this day, and being solo on this flight, I had to listen even closer to the extensive radio traffic, more actively scan for other aircraft and maintain separation of other airspace in close proximity of each other, all while primarily focusing on flying my aircraft.

Immediately upon takeoff from KFTY I had to assure I wouldn't cross into the air space of KMGE Dobbins Air Reserve Base, which is in very close proximity. In the short amount of time between takeoff and setting up for my entry into KRYY class Delta, I had to await and complete a frequency change from tower, get the weather at KRYY, actively scan for other traffic, avoid a close proximity aircraft, quickly switch over to communicate my intentions of landing to the tower at KRYY, all while maintaining airspace separation from KMGE Dobbins. Before entering the Class Delta airspace at KRYY, there was a particular aircraft flying into KMGE that I had in sight and was avoiding. This particular aircraft and I were close enough that the tower needed to ask and confirm which aircraft I was upon my initial contact to KRYY tower. I distinguished and confirmed myself with tower from the other traffic, and eventually the aircraft became no factor. Next, I proceeded on to visually get the airport in sight, then followed the towers instructions of a mid, left, downwind, for runway 27, to begin my "before landing" checklist procedure of GUMPPCCS, which stands for G-GAS switching for the fullest fuel tank, U-UNDERCARRIAGE Putting the landing gear down, M- MIXTURE fuel full rich, P- PUMPS fuel pump on, P- PROP propeller full in (on final) C- CARB HEAT on, C- COWLING, open (on final) and finally S-SEAT BELTS on. I believe the stressful situation of the short flight to KRYY and the feeling of it being so fast paced, rushed, and dealing with everything previously explained, attributed to my mind assuming I was in my typical fixed-gear aircraft.

Continuing on, I made the mid field, left, downwind as instructed and began my GUMPPSCCS checklist, unfortunately at the point of reaching "U" in the checklist is where my pilot error occurred. An improper action, on my part, attributed to this occurrence. The GUMPPCCS checklist procedure is what I do while flying a fixed gear airplane and is also used in a retractable landing gear airplane. When I get to part of "U" in the GUMPPCCS check list and am in a fixed gear airplane, I "tap the throttle" to simulate the gear lever down for the "U" and then I move on. On this day I did the GUMPPCCS procedure in the 172RG, but I did it as I always do while flying a fixed landing gear aircraft. After tapping the throttle, I then moved on to the other portions of the list. Having the high stress of the airspace and trying to stay focused on what was going on around me, I failed to remember that I was not flying my usual fixed-gear

aircraft, but a retractable-gear aircraft. On the final approach of runway 27 I went over the GUMPPCCS checklist for the second time, making the same mistake again, and missing U-UNDERCARIAGE, by only tapping it, and moving on.

Closing in on final to the runway, I noticed I was a bit high, so I pulled the power back to idle to correct and set my final flaps, but I can't recall in what order. As I pulled the idle and set the flaps, the alert horn then came on, so I quickly scanned all my gauges and noticed the manifold pressure was pegged at the bottom with no indication. Then, I began flipping the flaps up and down to see if that was the reason the horn was going off. With altitude closing in fast, and coming onto the runway, I briefly thought I should begin a "go around", but I thought to myself "if the flaps weren't turning the horn off and the manifold pressure wasn't giving me a reading, it had to be something mechanical". My previous mentioning of the manifold pressure showing no indication is only to indicate as to what I saw in the short time before landing and not necessarily conclusive to a mechanical problem. At the final seconds, knowing I had the runway, and thinking I did all my checks correctly, I thought I should safely land and asses whatever possible issues it could be, upon landing. I then smoothly bleed off the air speed and began transitioning to land not realizing the landing gear was still up, until it was too late.

Some final thoughts to point out that come to mind are some other distractors that contributed to my wheels-up landing. The intimidation of knowing about the mining pit right off the north side of runway 27 touchdown at KRYV, previously being told to expect and anticipate winds possibly coming off of. The second was not seeing the gear position light due to it being blocked from view by my I-pad sitting on the yoke. End of statement.