

Racardo Bell

Private Pilot



4/18/2022

I Racardo Bell received dual instruction from CFII Earl Phillips on April 3rd, 2022. This complex endorsement checkout and training flight took place in a Cessna 172-RG Registration number N5338V. Rental of the aircraft was provided through Bay Area Aero Club. My third flight totaled 2.2 hours of cumulative complex aircraft training with Earl Phillips. At this time, I had not met the club's minimum requirement of 5 hours of training within complex aircraft. The forecasted winds were variable at 6 knots with clear skies. While the actual winds were 080-100 at 08 knots. The purpose of this flight was a pattern-only flight at Pearland regional airport runway 14. A total of 8 full stop and taxi back landings occurred, with a gear-up landing during the last approach. The CFII demonstrated one full stop pattern. The procedures that the CFI was demonstrating included when to lower the gear within the pattern, and the CGUMPS acronym checklist. However, the landing gear horn was not working when the throttle was retarded. Exclusively during the startup procedures, the horn did turn on. We did not lower the landing gear causing a landing on the fuselage on our last and final approach. After N5338V came to a complete stop I turned off the aircraft with the shutdown procedure. Then exited the aircraft, and, shortly after the airport facilities at Pearland Regional met us on runway 14. Upon conversation with the fixed base operator employee, we contacted an NTSB agent who requested the incident's pictures. I then obtained my flight bag from the aircraft. Once the photographs were received from the NTSB agent, approval to move the aircraft was given. Various bystanders came to the scene including the owner of N5338V's daughter. She retrieved my headset from the plane before my final departure from the scene. Upon further review of the pictures, I noticed the gear lever was in the down position.

