



Aviation Investigation Final Report

Location:	McAllen, Texas	Accident Number:	CEN22LA177
Date & Time:	March 29, 2022, 12:35 Local	Registration:	XB-CMU
Aircraft:	Cessna R182	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While on final approach, the pilot asked the air traffic controller for the wind conditions. The pilot reported that he was “worried” about the wind conditions, and he forgot to extend the landing gear during the before landing checks. The airplane landed gear-up and came to rest upright on the runway. The airplane sustained substantial damage to the lower fuselage.

The pilot reported that there were no preimpact mechanical malfunctions or failures that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to extend the landing gear due to distraction.

Findings

Personnel issues	Lack of action - Pilot
Personnel issues	Use of equip/system - Pilot
Personnel issues	Monitoring equip/instruments - Pilot
Aircraft	Main landing gear - Not used/operated

Factual Information

History of Flight

Landing	Miscellaneous/other
Landing	Landing gear not configured (Defining event)
Landing-flare/touchdown	Abnormal runway contact

Pilot Information

Certificate:	Foreign	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown Without waivers/limitations	Last FAA Medical Exam:	July 29, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 818 hours (Total, all aircraft), 163 hours (Total, this make and model), 73 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Co-pilot Information

Certificate:	Foreign	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Unknown Without waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	XB-CMU
Model/Series:	R182 No Series Exists	Aircraft Category:	Airplane
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18201679
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 15, 2022 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2073 Hrs as of last inspection	Engine Manufacturer:	Lycoming Engines
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-L3C5D
Registered Owner:	On file	Rated Power:	235 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	On file	Operator Designator Code:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMFE,99 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:05 Local	Direction from Accident Site:	171°
Lowest Cloud Condition:		Visibility	9 miles
Lowest Ceiling:	Broken / 3100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	24 knots / 38 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ciudad Apodaca, OF (MMAN)	Type of Flight Plan Filed:	VFR
Destination:	McAllen, TX	Type of Clearance:	VFR
Departure Time:	10:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	McAllen Miller International Airport MFE	Runway Surface Type:	Asphalt
Airport Elevation:	107 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	7120 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	26.182032,-98.245524(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Frederick McMillan; FAA San Antonio FSDO; San Antonio, TX
Original Publish Date:	July 1, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104953

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).