



Aviation Investigation Final Report

Location:	VANCOUVER, Washington	Accident Number:	SEA93LA212
Date & Time:	September 23, 1993, 13:45 Local	Registration:	N736ZV
Aircraft:	CESSNA 182RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT HE HAD A GREEN LANDING GEAR DOWN AND LOCKED LIGHT PRIOR TO LANDING. AFTER LANDING, THE LANDING GEAR RETRACTED PARTIALLY AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. FAA INSPECTORS FOUND NO MECHANICAL MALFUNCTIONS WITH THE AIRCRAFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADVERTENT LANDING GEAR RETRACTION.

Findings

Occurrence #1: GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

- Findings
1. (C) GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

Factual Information

On September 23, 1993, at approximately 1345 Pacific daylight time, N736ZV, a Cessna 182RG, sustained substantial damage when the main landing gear collapsed after landing at Pearson Airpark, Vancouver, Washington. The private pilot and his two passengers were uninjured. A flight plan had been filed from The Dalles, Oregon, which was the last departure point for the flight, which was conducted under visual meteorological conditions. There was no report of the ELT actuating.

The pilot stated that the main landing gear appeared to be fully extended prior to touchdown, and that he had a green light. During the rollout, the main landing gear collapsed, and the aircraft rolled to a stop with the nose landing gear still extended. After the aircraft stopped rolling, the left wingtip settled toward the ground, allowing the horizontal stabilizer to sustain bending damage.

FAA inspectors inspected the aircraft and found no evidence of a mechanical failure in the landing gear system.

The pilot was interviewed by telephone, but failed to provide a written accident report.

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 1, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N736ZV
Model/Series:	182RG 182RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R1820812
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-540-J3C5D
Registered Owner:	MEYER, FARMER, NUGENT	Rated Power:	235 Horsepower
Operator:	RAY H FARMER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	THE DALLES , OR	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	PEARSON AIRPARK 60S	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	3275 ft / 60 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	45.669864,-122.660217(est)

Administrative Information

Investigator In Charge (IIC): Stockhill, Michael

Additional Participating Persons:

Original Publish Date: October 20, 1994

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=41778>

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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](#).