



Aviation Investigation Final Report

Location:	Camarillo, California	Accident Number:	LAX06CA239
Date & Time:	July 18, 2006, 17:00 Local	Registration:	N34480
Aircraft:	Cessna 177RG	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot made an inadvertent gear-up landing, resulting in substantial damage to the airplane. While on final approach, the pilot adjusted the propeller and the mixture for landing; he failed to confirm the position of the landing gear. As the airplane was in the landing flare, with the landing gear in the retracted position, the tower controller instructed the pilot to abort the landing. The propeller struck the runway surface before the pilot could recover, and the airplane subsequently contacted the runway surface. Following the accident, an airplane mechanic at the airport preformed a cursory exam of the landing gear system. He noted no anomalies; the audible gear warning horn sounded when the respective circuit breaker was pulled.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to extended the landing gear and verify the proper landing gear configuration prior to landing, resulting in a gear-up landing.

Findings

Occurrence #1: WHEELS UP LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

2. (C) WHEELS UP LANDING - NOT VERIFIED - PILOT IN COMMAND
3. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

On July 18, 2006, about 1700 Pacific daylight time, a Cessna 177RG, N34480, made a gear-up landing at the Camarillo Airport, Camarillo, California. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The commercial pilot, the sole occupant, was not injured; the airplane sustained substantial damage. The personal local flight departed from Whiteman Airport, Pacoima, California, about 1630, with a planned destination of Camarillo. Visual meteorological conditions prevailed, and a flight plan had not been filed.

In a written statement, the pilot reported that he had contacted the Camarillo Air Traffic Control Tower about 9 nautical miles (nm) east of the airport. He noted that both sun glare and haze restricted his visibility, making it difficult to identify the airport. With the airplane positioned about 3 nm from the runway, at 2,000 feet mean sea level (msl), the pilot was able to discern the location of the airport. After the tower controller cleared the pilot to land, the pilot immediately reduced the engine revolutions per minute (rpm) by pulling the throttle control aft, to the idle position. He maneuvered the airplane into a slip configuration in an effort to quickly descend without gaining excessive speed.

The pilot further stated that while on final approach for landing, he had adjusted both the propeller and the mixture controls for landing. He noted that he did not verify that the landing gear was down, via the green landing gear light within the cockpit. During the landing flare, the tower controller gave the pilot instructions to go around. The propeller struck the runway surface before the pilot was able to apply full power for the aborted landing. The airplane subsequently touched down on the runway surface, coming to rest on the gravel shoulder. The airplane sustained damage to the aft bulkhead and the undercarriage of the fuselage.

With the exception of the audible gear warning horn, the pilot reported no preimpact mechanical malfunctions or failures with the airplane.

An airplane mechanic at the airport preformed a precursory exam of the landing gear system. He noted no anomalies; the audible gear warning horn sounded when the respective circuit breaker was pulled.

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	April 1, 2005
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	485 hours (Total, all aircraft), 180 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N34480
Model/Series:	177RG	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	177RG1000
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360-A1B6D
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

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:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Pacoima, CA (WHP)	Type of Flight Plan Filed:	None
Destination:	Camarillo, CA (CMA)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Camarillo Airport CMA	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	26	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 None	Latitude, Longitude:	34.213611,-119.094169

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Federal Aviation Administration; Van Nuys, CA
Original Publish Date:	October 31, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=64171

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