



# Aviation Investigation Final Report

<b>Location:</b>	Albuquerque, New Mexico	<b>Accident Number:</b>	CEN10CA341
<b>Date &amp; Time:</b>	June 21, 2010, 19:27 Local	<b>Registration:</b>	N9849C
<b>Aircraft:</b>	Cessna R182RG	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

During the initial climb, the pilot noticed the airspeed indicator was erratic and not indicating a normal climb speed. After leveling off, the indicated airspeed was 70 to 80 knots. He compared this with the GPS (Global Positioning System) ground speed and noticed a "significant difference." Later, while circling a house, the airspeed "went to zero knots." The pilot returned for landing and mentally went through the GUMPs (gas, undercarriage, mixture, prop) checklist, but was distracted by the airspeed indicator and radio traffic. As he flared for landing and reduced power, he heard a horn sounding and mistook it for the marker beacon alert. The airplane landed wheels up. An examination of the pitot tube showed it was plugged with insects. No other anomalies were found.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to lower the landing gear. Contributing to the accident was the pilot's distraction with an erroneous airspeed indicator.

## Findings

<b>Personnel issues</b>	Forgotten action/omission - Pilot
<b>Personnel issues</b>	(general) - Pilot

## Factual Information

### History of Flight

<b>Approach</b>	Cabin safety event
<b>Landing</b>	Landing gear not configured (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 7, 2009
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 7, 2010
<b>Flight Time:</b>	3100 hours (Total, all aircraft), 400 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9849C
<b>Model/Series:</b>	R182RG	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	R18200469
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 22, 2010 100 hour	<b>Certified Max Gross Wt.:</b>	3110 lbs
<b>Time Since Last Inspection:</b>	72 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4093 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-540-J3C5D
<b>Registered Owner:</b>	377 Morale Welfare Rcreational Services Aero Club	<b>Rated Power:</b>	235 Horsepower
<b>Operator:</b>	377 Morale Welfare Rcreational Services Aero Club	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ABQ,5355 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	19:56 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	34°C / -11°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Albuquerque, NM (ABQ )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Albuquerque, NM (ABQ )	<b>Type of Clearance:</b>	Traffic advisory
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	Albuquerque Intl. Sunport ABQ	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	5355 ft msl	<b>Runway Surface Condition:</b>	Dry;Rubber deposits
<b>Runway Used:</b>	08	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	13793 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	35.040279,-106.609169

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Scott, Arnold
<b>Additional Participating Persons:</b>	John R DeWitt; FAA Flight SDstandards District Office; Albuquerque, NM
<b>Original Publish Date:</b>	December 20, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=76421">https://data.nts.gov/Docket?ProjectID=76421</a>

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