



# Aviation Investigation Final Report

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<b>Location:</b>	Atlanta, Georgia	<b>Accident Number:</b>	GAA19CA138
<b>Date &amp; Time:</b>	February 13, 2019, 16:20 Local	<b>Registration:</b>	N5223V
<b>Aircraft:</b>	Cessna 172RG	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot of the retractable-landing gear-equipped airplane reported that, during approach, he noticed the airplane was a little high, so he reduced power to idle and heard an alert horn. He quickly scanned the engine gauges and saw that the manifold pressure gauge was "pegged at the bottom with no indication." He considered conducting a go-around but decided to land and assess the situation on the ground. The pilot landed the airplane with the landing gear retracted.

The pilot added that he did not see the landing gear position light because his iPad, which was sitting on the yoke, blocked his view. He added that, leading up to the approach and landing, the flight was fast paced, and he felt rushed, which attributed to his assumption that he was in his "typical" fixed-landing gear airplane.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 before landing. Contributing to the accident were the pilot's inability to see the landing gear position light because his iPad was blocking his view of it and his feeling of being rushed during the approach and landing.

## Findings

<b>Aircraft</b>	Gear extension and retract sys - Not used/operated
<b>Personnel issues</b>	Forgotten action/omission - Pilot
<b>Personnel issues</b>	Stress - Pilot
<b>Personnel issues</b>	Confusion - Pilot
<b>Personnel issues</b>	Monitoring equip/instruments - Pilot
<b>Environmental issues</b>	Visibility - Effect on personnel
<b>Personnel issues</b>	Stress - Pilot

## Factual Information

### History of Flight

<b>Landing</b>	Landing gear not configured (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 25, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 25, 2018
<b>Flight Time:</b>	(Estimated) 243 hours (Total, all aircraft), 17 hours (Total, this make and model), 157 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5223V
<b>Model/Series:</b>	172RG No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1980	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	172RG0476
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 11, 2018 Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6558.2 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-360-F1A6
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	On file	<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>	KRYY,1040 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	21:48 Local	<b>Direction from Accident Site:</b>	266°
<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>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Atlanta, GA (FTY )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Atlanta, GA (RYY )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:48 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	COBB COUNTY INTL-MCCOLLUM FIEL RYY	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	1040 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6295 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	34.013332,-84.59333(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Don W Brown; FAA; Atlanta, GA
<b>Original Publish Date:</b>	September 26, 2019
<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=98998">https://data.nts.gov/Docket?ProjectID=98998</a>

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](#).