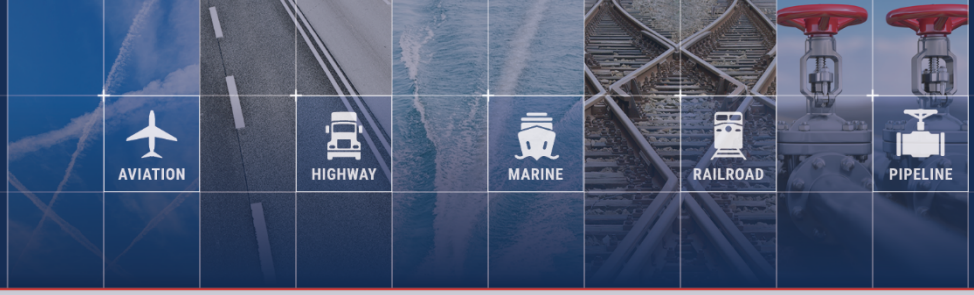

Aviation Investigation Final Report

Location:	King City, California	**Accident Number:**	WPR19LA201
Date & Time:	July 20, 2019, 23:45 Local	**Registration:**	N3268C
Aircraft:	Cessna R182	**Aircraft Damage:**	Substantial
Defining Event:	Electrical system malf/failure	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During a cross-country flight in night visual meteorological conditions, the airplane began to lose electrical power, and the pilot diverted to the nearest airport. During the landing approach, the pilot extended the landing gear and flaps, and, although the gear position indicator lights did not illuminate, he felt that the airplane was in its normal landing configuration and continued the approach. The right horizontal stabilizer and elevator contacted the runway upon landing, resulting in substantial damage.

Examination revealed that the nose landing gear was extended and locked, but the main landing gear did not extend and lock. A functional test of the landing gear and the emergency gear extension system revealed no anomalies. It is likely that electrical power remaining was inadequate to fully extend and lock the landing gear. The alternator was bench-tested and revealed no anomalies. Based on the available information, the reason for the loss of electrical power could not be determined.

Probable Cause and Findings

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

A landing gear collapse following an undetermined loss of electrical power, which prevented the landing gear from fully extending.

Findings

Not determined	(general) - Unknown/Not determined
Aircraft	(general) - Failure
Aircraft	Gear extension and retract sys - Not specified
Environmental issues	Dark - Effect on personnel

Factual Information

History of Flight

Enroute	Electrical system malf/failure (Defining event)
Landing-landing roll	Landing gear not configured
Landing-landing roll	Landing gear collapse

On July 20, 2019, about 2345 Pacific daylight time, a Cessna R182 airplane, N3268C, was substantially damaged when it was involved in an accident near King City, California. The private pilot and passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, about 30 minutes into the flight in night conditions, the airplane's avionics started shutting down. He attempted to power them back up, but they shut down again after a short time. He then observed a discharge indication on the ammeter and advised air traffic control. The controller subsequently provided vectors to the nearest airport and another pilot on the frequency turned on the pilot-operated runway lighting at the airport.

During the approach for landing, the pilot lowered the landing gear lever to the down position and extended the wing flaps. The pilot stated he heard the landing gear extend and flaps deploy, and the airplane felt like it was in its normal landing configuration. He reported that, because he didn't want to lose sight of the runway, he elected not to use the emergency hand pump to ensure that the landing gear was down and locked. During the landing roll, the airplane felt “less maneuverable than normal” and came to a complete stop with the right wingtip and elevator contacting the runway.

The airplane came to rest on the right side of the runway. The nose landing gear was in the down and locked position. Neither of the main landing gear were fully extended. The right horizontal stabilizer and elevator sustained substantial damage.

Examination of the landing gear and electrical systems revealed no anomalies. The landing gear extended and retracted normally, and the emergency landing gear extension system operated normally. The alternator was removed from the airplane and was undamaged. The alternator was placed on a test bench and operated continuously until it reached its normal operating temperature. The alternator produced electrical power and no anomalies were noted.

Pilot Information

Certificate:	Private	**Age:**	46,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Without waivers/limitations	**Last FAA Medical Exam:**	January 21, 2019
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	January 6, 2019
Flight Time:	610 hours (Total, all aircraft), 230 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		**Age:**	Female
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	3-point
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N3268C
Model/Series:	R182 No Series	**Aircraft Category:**	Airplane
Year of Manufacture:	1978	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	R18200262
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	Annual	**Certified Max Gross Wt.:**	3100 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Lycoming
ELT:	C126 installed, not activated	**Engine Model/Series:**	O-540-J3C5D
Registered Owner:	Jonathan Corey Brown	**Rated Power:**	235 Horsepower
Operator:	Jonathan Corey Brown	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Night/dark
Observation Facility, Elevation:	KPRB,817 ft msl	**Distance from Accident Site:**	41 Nautical Miles
Observation Time:		**Direction from Accident Site:**	144°
Lowest Cloud Condition:	Clear	**Visibility**	
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:		**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:		**Temperature/Dew Point:**	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Martin, CA (E16)	**Type of Flight Plan Filed:**	None
Destination:	Los Angeles, CA (KWHP)	**Type of Clearance:**	VFR;VFR flight following
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	Mesa Del Rey KKIC	**Runway Surface Type:**	
Airport Elevation:	374 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	29	**IFR Approach:**	None
Runway Length/Width:	4479 ft / 100 ft	**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	36.228332,-121.121391(est)

Administrative Information

Investigator In Charge (IIC):	Swick, Andrew
Additional Participating Persons:	Mark Mitchell; FAA-FSDO; San Jose, CA
Original Publish Date:	March 30, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=99927