



Aviation Investigation Final Report

Location:	Abingdon, Virginia	Accident Number:	ERA24LA108
Date & Time:	February 4, 2024, 16:00 Local	Registration:	N756ZW
Aircraft:	Cessna R182	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During a youth demonstration flight, the pilot became distracted looking for another airplane in the traffic pattern and sharing information with the young passengers. He subsequently forgot to lower the landing gear, and the airplane landed gear up, resulting in substantial damage to the fuselage. The pilot reported that there were no preaccident anomalies or malfunctions with the airplane that would have precluded normal operation and added that he heard no cockpit warnings since he was wearing a noise cancelling headset.

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 airplane's landing gear prior to landing, which resulted in abnormal runway contact.

Findings

Personnel issues	Lack of action - Pilot
Aircraft	Main landing gear - Incorrect use/operation

Factual Information

History of Flight

Landing	Landing gear not configured
Landing	Abnormal runway contact (Defining event)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	61,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 6, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 11, 2023
Flight Time:	15047 hours (Total, all aircraft), 375 hours (Total, this make and model), 14684 hours (Pilot In Command, all aircraft), 184 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Passenger Information

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

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
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:	N756ZW
Model/Series:	R182	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18201208
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 4, 2023 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	67.2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4619 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-540-J3C5D
Registered Owner:	On file	Rated Power:	235 Horsepower
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:	VJI,2070 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:35 Local	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.81 inches Hg	Temperature/Dew Point:	13°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Abingdon, VA	Type of Flight Plan Filed:	None
Destination:	Abingdon, VA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	VIRGINIA HIGHLANDS VJI	Runway Surface Type:	Asphalt
Airport Elevation:	2087 ft msl	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	4471 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

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:	36.686186,-82.035334

Administrative Information

Investigator In Charge (IIC):	Spencer, Lynn
Additional Participating Persons:	Jeffrey Burch; FAA/FSDO; Charleston, WV
Original Publish Date:	April 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193756

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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](#).