



Aviation Investigation Final Report

Location:	Houston, Texas	Accident Number:	GAA18CA418
Date & Time:	July 10, 2018, 14:00 Local	Registration:	N7716C
Aircraft:	Piper PA28R	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The private pilot reported that he was receiving commercial instruction in an airplane with retractable landing gear during a cross-country flight. He added that, while he turned the airplane from the downwind leg to the base leg of the traffic pattern for the runway, he did not perform the checklist, and the flight instructor did not verify that the landing gear were extended. The airplane touched down on the runway with the landing gear retracted.

The airplane sustained substantial damage to the external longerons on the lower fuselage.

The pilot receiving instruction 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 receiving instruction's failure to extend the landing gear and the flight instructor's failure to ensure that the landing gear were extended during landing. Contributing to the accident was the pilot receiving instruction's and instructor's failure to conduct a prelanding checklist.

Findings

Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Lack of action - Pilot
Personnel issues	Lack of action - Instructor/check pilot
Personnel issues	Lack of action - Student/instructed pilot
Personnel issues	Use of checklist - Instructor/check pilot

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Private	Age:	58,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	June 1, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 400 hours (Total, all aircraft), 100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7716C
Model/Series:	PA28R 200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-7635114
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	IO-360 SER
Registered Owner:		Rated Power:	
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDWH, 152 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:07 Local	Direction from Accident Site:	338°
Lowest Cloud Condition:	Few / 4700 ft AGL	Visibility	10 miles
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:	30.12 inches Hg	Temperature/Dew Point:	32°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	La Porte, TX (T41)	Type of Flight Plan Filed:	Unknown
Destination:	La Porte, TX (T41)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	David Wayne Hooks Memorial DWH	Runway Surface Type:	Asphalt
Airport Elevation:	152 ft msl	Runway Surface Condition:	Dry
Runway Used:	17R	IFR Approach:	None
Runway Length/Width:	7009 ft / 100 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	30.061111,-95.55278(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Robert McGee; FAA; Houston, TX
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97751

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).