



# Aviation Investigation Final Report

<b>Location:</b>	Caddo Mills, Texas	<b>Accident Number:</b>	GAA18CA346
<b>Date &amp; Time:</b>	June 13, 2018, 18:35 Local	<b>Registration:</b>	N82303
<b>Aircraft:</b>	Piper PA32R	<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		

## Analysis

The solo student pilot reported that, during the landing flare, the gear-retracted warning horn sounded. The propeller struck the ground, and he applied full throttle and initiated a go-around. The engine began "bucking," so he decided to lower the landing gear and land on the remaining runway. He applied forward pressure to the yoke to level the airplane, but the airplane touched down hard and came to rest upright, off the left side of the runway.

The student reported that he should have verified the configuration of the landing gear before landing. He added that he did not use a prelanding checklist.

The airplane sustained substantial damage to the right wing.

The student 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 student pilot's failure to extend the landing gear before landing and to follow the Before Landing checklist, which resulted in an attempted go-around and subsequent hard landing.

## Findings

<b>Personnel issues</b>	Lack of action - Student/instructed pilot
<b>Personnel issues</b>	Use of checklist - Student/instructed pilot
<b>Aircraft</b>	Gear extension and retract sys - Not used/operated

## Factual Information

### History of Flight

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

### Student pilot Information

Certificate:	Student	Age:	55,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
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:	December 23, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 102 hours (Total, all aircraft), 52 hours (Total, this make and model), 32 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N82303
Model/Series:	PA32R 301T	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-8029103
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 1, 2018 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2939 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	TIO-540-S1AD
Registered Owner:		Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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>	KGVT,535 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	11:30 Local	<b>Direction from Accident Site:</b>	78°
<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>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	DALLAS, TX (1F7 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	DALLAS, TX (1F7 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CADDO MILLS MUNI 7F3	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	541 ft msl	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Straight-in;Touch and go

## 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>	33.036109,-96.243057(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nepomuceno, Eleazar
<b>Additional Participating Persons:</b>	Javier Centeno; FAA; Irving, TX
<b>Original Publish Date:</b>	March 18, 2019
<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=97477">https://data.nts.gov/Docket?ProjectID=97477</a>

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