



Aviation Investigation Final Report

Location:	Sugar Land, Texas	Accident Number:	WPR23LA205
Date & Time:	May 27, 2023, 15:17 Local	Registration:	N327A
Aircraft:	PIAGGIO AERO INDUSTRIES SPA P180	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	8 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the takeoff roll, shortly after rotation, he cycled the gear up. The airplane then descended and contacted the runway, which resulted in substantial damage to the lower fuselage. The flap control lever and the flaps were found in the “UP” position following the accident. Review of the Airplane Flight Manual (AFM) directed the flaps to be set to MID during the before taxi check and to check flaps MID during the before takeoff check. The AFM ALSO stated, in part, “No takeoff authorized without flaps, or with non-symmetrical flap configuration or annunciated flap asymmetry.” The pilot said he could not recall setting the flaps to “MID” position prior to takeoff.

The pilot reported that there were no mechanical malfunctions or failures 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 complete required preflight checklist items and properly configure the flaps for takeoff.

Findings

Personnel issues	Forgotten action/omission - Pilot
Aircraft	TE flap control system - Not used/operated
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

Takeoff	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	59,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	August 12, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 20, 2022
Flight Time:	4595 hours (Total, all aircraft), 1557 hours (Total, this make and model), 4186 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	Age:	Male
Airplane Rating(s):	Seat Occupied:	Left
Other Aircraft Rating(s):	Restraint Used:	Lap only
Instrument Rating(s):	Second Pilot Present:	
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Passenger Information

Certificate:	Age:	Female
Airplane Rating(s):	Seat Occupied:	Right
Other Aircraft Rating(s):	Restraint Used:	Lap only
Instrument Rating(s):	Second Pilot Present:	
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:	Female
Airplane Rating(s):	Seat Occupied:	Right
Other Aircraft Rating(s):	Restraint Used:	Lap only
Instrument Rating(s):	Second Pilot Present:	
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:	Right
Other Aircraft Rating(s):	Restraint Used:	None
Instrument Rating(s):	Second Pilot Present:	
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:	Female
Airplane Rating(s):	Seat Occupied:	Left
Other Aircraft Rating(s):	Restraint Used:	Lap only
Instrument Rating(s):	Second Pilot Present:	
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:	Female
Airplane Rating(s):	Seat Occupied:	Right
Other Aircraft Rating(s):	Restraint Used:	4-point
Instrument Rating(s):	Second Pilot Present:	
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:
Flight Time:		

Passenger Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Restraint Used:	Lap only
Instrument Rating(s):	Second Pilot Present:	
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	PIAGGIO AERO INDUSTRIES SPA	Registration:	N327A
Model/Series:	P180	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1158
Landing Gear Type:	Retractable - Tricycle	Seats:	11
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	12150 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	P&W CANADA
ELT:	Installed, not activated	Engine Model/Series:	PT6A-66B
Registered Owner:	D & S MAFCO LLC	Rated Power:	800 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:	sgr	Distance from Accident Site:	0 Nautical Miles
Observation Time:	20:17 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	30.6°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sugar Land, TX	Type of Flight Plan Filed:	IFR
Destination:	Cabo San Lucas, OF (MMSL)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	SUGAR LAND RGNL SGR	Runway Surface Type:	Asphalt
Airport Elevation:	81 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	8000 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	8 None	Latitude, Longitude:	29.617273,-95.656082

Administrative Information

Investigator In Charge (IIC):	Salazar, Fabian
Additional Participating Persons:	Thomas Fowles; FAA Houston FSDO; Houston, TX
Original Publish Date:	February 1, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=192276

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](#).