



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Savoy, Illinois	Accident Number:	CEN24LA026
Date & Time:	October 24, 2023, 16:15 Local	Registration:	N5331N
Aircraft:	Piper PA-44-180	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

During a multi-engine instructional flight, the flight instructor simulated an engine failure at the final approach fix. The pilot receiving instruction focused on maintaining control of the airplane and neither the pilot nor the flight instructor verified that the landing gear was extended. During the landing, they realized that the landing gear was still retracted. The airplane sustained substantial damage to the lower fuselage. A postaccident examination of the landing gear system by a mechanic revealed no mechanical anomalies that would have precluded normal operation. The instructor stated that there was nothing mechanically wrong 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 extend the landing gear before landing and the flight instructor's inadequate supervision to ensure that the landing gear was extended.

Findings

Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Forgotten action/omission - Instructor/check pilot
Personnel issues	Task monitoring/vigilance - Instructor/check pilot
Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Use of checklist - Pilot

Factual Information

History of Flight

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

Certificate:	Airline transport; Flight instructor	Age:	48,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	October 13, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 29, 2023
Flight Time:	5416 hours (Total, all aircraft), 170 hours (Total, this make and model), 2607 hours (Pilot In Command, all aircraft), 116 hours (Last 90 days, all aircraft), 81 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial	Age:	24,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	January 25, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 27, 2023
Flight Time:	224 hours (Total, all aircraft), 9 hours (Total, this make and model), 169 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5331N
Model/Series:	PA-44-180	Aircraft Category:	Airplane
Year of Manufacture:	2001	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4496106
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 2, 2023 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3959.3 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	O-360-A1H6
Registered Owner:	University of Illinois	Rated Power:	180 Horsepower
Operator:	University of Illinois	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCMI	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 11000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	23°C / 12°C
Precipitation and Obscuration:			
Departure Point:	Savoy, IL	Type of Flight Plan Filed:	VFR
Destination:	Savoy, IL	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class C

Airport Information

Airport:	Willard Airport CMI	Runway Surface Type:	Asphalt
Airport Elevation:	755 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	VOR/DME
Runway Length/Width:	6502 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.038,-88.2765

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Alex Taylor; FAA; Springfield, IL
Original Publish Date:	March 21, 2024
Last Revision Date:	April 15, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193319

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](#).