



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Cahokia, Illinois	Accident Number:	CEN23LA115
Date & Time:	February 15, 2023, 15:20 Local	Registration:	N7681F
Aircraft:	Piper PA-34-200T	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he was performing touch and go landings. On the fourth traffic pattern, the controller requested that he turn inside of the airplane that was on final approach. The pilot stated that he delayed extending the landing gear until he turned the airplane onto the final approach leg. After he reduced the airspeed, he selected flaps and extended the landing gear.

During the landing, the pilot “heard the sound of metal” and realized that the landing gear was not extended. The pilot reported that when he moved the landing gear handle, he did not see the unsafe landing gear warning light, nor was there a landing gear warning horn. The airplane sustained damage to the lower fuselage.

The mechanic that recovered the airplane after the accident reported that the landing gear extended normally, and the landing gear warning horn was audible. Further, the pilot reported to the responding inspector that he had just forgot to extend the landing gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to extent the landing gear before landing.

Findings

Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Forgotten action/omission - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 5, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 5, 2021
Flight Time:	1854 hours (Total, all aircraft), 1059 hours (Total, this make and model), 1711 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7681F
Model/Series:	PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7770066
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 14, 2022 Annual	Certified Max Gross Wt.:	4571 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	4982 Hrs at time of accident	Engine Manufacturer:	Teledyne
ELT:	C126 installed, not activated	Engine Model/Series:	LTSIO360E2B
Registered Owner:	On file	Rated Power:	200
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:	KCPS, 405 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	143°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.91 inches Hg	Temperature/Dew Point:	16°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cahokia, IL (KCPS)	Type of Flight Plan Filed:	None
Destination:	Cahokia, IL	Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	St Louis Downtown Parks KCPS	Runway Surface Type:	Concrete
Airport Elevation:	413 ft msl	Runway Surface Condition:	Dry
Runway Used:	30L / 12R	IFR Approach:	None
Runway Length/Width:	7002 ft / 150 ft	VFR Approach/Landing:	Full stop; Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.570361, -90.155083(est)

Administrative Information

Investigator In Charge (IIC):	Otterstrom, Kevin
Additional Participating Persons:	Louie Bettis ; FAA FSDO; St. Ann , MO
Original Publish Date:	September 8, 2023
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=106759

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](#).