



Aviation Investigation Final Report

Location:	Groton, Connecticut	Accident Number:	ERA24LA089
Date & Time:	January 9, 2024, 12:15 Local	Registration:	N33300
Aircraft:	Piper PA-34-200	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

On the downwind leg of the traffic pattern the pilot receiving instruction and the flight instructor were having a conversation about when to extend the landing gear, as the pilot receiving instruction was new to this airplane. During this discussion the pilots were contacted by air traffic control (ATC) and a conversation took place about a possible change of runway. After the exchange with ATC the pilots did not return to their conversation about when to extend the landing gear. After being cleared to land, the pilot receiving instruction performed a normal approach to landing. The pilots reported that they realized they had forgotten to extend the landing gear when they heard the airplane contact the runway. The airplane skidded down the asphalt, resulting in substantial damage to the external longerons of the fuselage. The flight instructor reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The airplane was equipped with a landing gear position warning horn that was designed to sound when either of the throttles were pulled back for landing. Neither pilot specifically remembered hearing the warning horn during the accident landing. After the airplane was recovered, the landing gear warning horn was tested and was found to operate normally.

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 prior to landing. Also contributing, was the flight instructor's failure to monitor the airplane's configuration while on approach to land.

Findings

Personnel issues	Use of equip/system - Student/instructed pilot
Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Monitoring equip/instruments - Instructor/check pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
Landing-flare/touchdown	Abnormal runway contact

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	23, 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	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 14, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 1, 2023
Flight Time:	1644 hours (Total, all aircraft), 246 hours (Total, this make and model), 1510 hours (Pilot In Command, all aircraft), 168 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial	Age:	53, 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 2 With waivers/limitations	Last FAA Medical Exam:	May 3, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 21, 2022
Flight Time:	2969 hours (Total, all aircraft), 4 hours (Total, this make and model), 2596 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N33300
Model/Series:	PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7450205
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	January 8, 2024 Annual	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	3.1 Hrs	Engines:	2
Airframe Total Time:	20560.5 Hrs at time of accident	Engine Manufacturer:	
ELT:	C91 installed, not activated	Engine Model/Series:	
Registered Owner:	UPGRADE INCORPORATED	Rated Power:	
Operator:	UPGRADE INCORPORATED	Operating Certificate(s) Held:	None
Operator Does Business As:	Action Multi Ratings	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GON, 10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:56 Local	Direction from Accident Site:	235°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.3 inches Hg	Temperature/Dew Point:	4°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Groton, CT (GON)	Type of Flight Plan Filed:	None
Destination:	Groton, CT (GON)	Type of Clearance:	VFR
Departure Time:	11:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	GROTON-NEW LONDON GON	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Touch and go

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:	41.330056,-72.045139(est)

Administrative Information

Investigator In Charge (IIC):	Gibson, Kurt
Additional Participating Persons:	William R. Midwood; FAA/FSDO; Enfield, CT
Original Publish Date:	February 29, 2024
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=193664

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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](#).