



# Aviation Investigation Final Report

<b>Location:</b>	Bonham, Texas	<b>Accident Number:</b>	CEN23LA382
<b>Date &amp; Time:</b>	August 23, 2023, 15:40 Local	<b>Registration:</b>	N7122E
<b>Aircraft:</b>	PIPER AIRCRAFT INC PA-44-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor stated that during a simulated one engine inoperative approach and landing, the pilot receiving instruction chose to leave the landing gear retracted until the landing was assured. The pilot receiving instruction turned the airplane onto a short base leg before final, increased the mixture and propeller control settings, and increased the airplane bank angle so as not to overshoot the final approach course. The flight instructor saw that the airplane airspeed was decreasing and told the pilot receiving instruction that they were low. The pilot receiving instruction increased airplane pitch, which resulted in a decrease in airspeed, a loss of altitude, and a rolling motion. The flight instructor leveled the wings and reduced pitch to regain airplane control and lift. When the airplane was over the runway threshold, the flight instructor did not remember that the landing gear was still retracted and he did not complete the final landing checklist, which resulted in a landing with the landing gear retracted. The airplane sustained substantial damage to the underside fuselage longerons. There was no mechanical malfunction/failure of the airplane or system that would have precluded normal operations.

## Probable Cause and Findings

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

The failure of the pilot receiving instruction and flight instructor to follow the landing checklist and extend the landing gear before landing

## Findings

<b>Personnel issues</b>	Forgotten action/omission - Instructor/check pilot
<b>Aircraft</b>	(general) - Not used/operated
<b>Personnel issues</b>	Forgotten action/omission - Student/instructed pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Simulated/training event
<b>Landing</b>	Landing gear not configured (Defining event)

### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	39,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 16, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	July 30, 2022
<b>Flight Time:</b>	1546.7 hours (Total, all aircraft), 182 hours (Total, this make and model), 1475.5 hours (Pilot In Command, all aircraft), 150.3 hours (Last 90 days, all aircraft), 47.1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	37,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 30, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	August 18, 2023
<b>Flight Time:</b>	214.4 hours (Total, all aircraft), 14 hours (Total, this make and model), 139.5 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER AIRCRAFT INC	<b>Registration:</b>	N7122E
<b>Model/Series:</b>	PA-44-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2018	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4496447
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 20, 2023 100 hour	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1870.9 Hrs as of last inspection	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	O-360-A1H6
<b>Registered Owner:</b>	CHRISTIANSEN AVIATION LLC	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	American Flyers	<b>Operating Certificate(s) Held:</b>	Pilot school (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	DUA	<b>Distance from Accident Site:</b>	23 Nautical Miles
<b>Observation Time:</b>	15:35 Local	<b>Direction from Accident Site:</b>	345°
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.01 inches Hg	<b>Temperature/Dew Point:</b>	41°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Addison, TX (ADS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Bonham, TX	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Jones Field Airport F00	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	618 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	17	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	33.613092,-96.179325(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gallo, Mitchell
<b>Additional Participating Persons:</b>	Lonnie McDaniel; Federal Aviation Administration, North Texas FSDO; Irving, TX
<b>Original Publish Date:</b>	December 13, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192944">https://data.nts.gov/Docket?ProjectID=192944</a>

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](#).