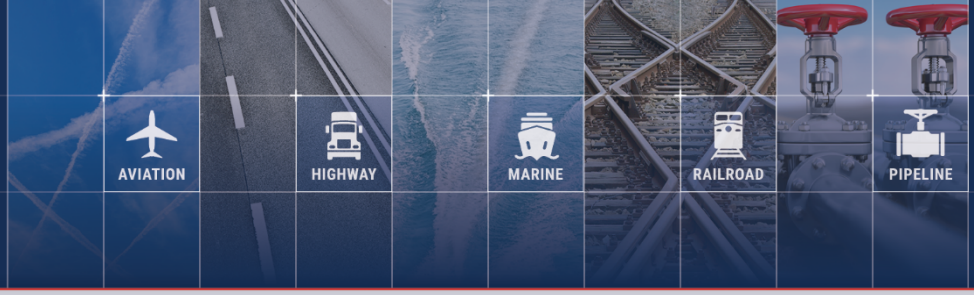

Aviation Investigation Final Report

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)

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.ntsb.gov/Docket?ProjectID=193319