



# Aviation Investigation Final Report

<b>Location:</b>	Durango, Colorado	<b>Accident Number:</b>	CEN23LA274
<b>Date &amp; Time:</b>	July 2, 2023, 13:20 Local	<b>Registration:</b>	N7525P
<b>Aircraft:</b>	Piper PA-24-250	<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 - Personal		

## Analysis

The pilot reported that he forgot to lower the landing gear before landing, which resulted in substantial damage to the fuselage. He stated that he believed his noise cancelling headset contributed to not hearing the gear warning horn. He stated that there were no mechanical malfunctions or failures that would have precluded normal operation.

Following the accident, when power was applied to the airplane, the gear warning horn sounded and when the landing gear handle was moved to the down position, all three gear extended.

## 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.

## Findings

Personnel issues	Use of equip/system - Pilot
Personnel issues	Use of checklist - Pilot
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:	Airline transport	Age:	72,
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	July 12, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 27, 2023
Flight Time:	27460 hours (Total, all aircraft), 183 hours (Total, this make and model), 16200 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7525P
Model/Series:	PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:	1961	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-2727
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2022 100 hour	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5003.9 Hrs	Engine Manufacturer:	Lycoming
ELT:	C91 installed, not activated	Engine Model/Series:	O-540-A1D5
Registered Owner:	On file	Rated Power:	250 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KDRO,6629 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	210°
<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>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	230°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.23 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Watkins, CO (KCFO)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Durango, CO	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	10:15 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Animas Air Park 00C	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	6684 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5010 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	37.204855,-107.86896

## Administrative Information

**Investigator In Charge (IIC):** Williams, David

**Additional Participating Persons:** JD Hill; FAA; Salt Lake, UT

**Original Publish Date:** August 31, 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=192504>

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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](#).