



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	St. Augustine, Florida	Accident Number:	ERA23LA210
Date & Time:	April 18, 2023, 19:20 Local	Registration:	N751WW
Aircraft:	Piper PA-30	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that as he entered the airport environment for landing, while on about a 3-mile final approach, the air traffic control tower controller instructed him to perform a left 360° turn. The pilot completed the turn, and the controller cleared him to continue the approach and land. As the pilot continued the final approach to land, the sun was in his eyes, and he noticed two objects on the runway. He inquired the tower about what was on the runway, but before the controller could respond, he identified the objects as two F-18 fighter aircraft departing. Subsequently, during the landing flare he heard “gear gear gear” over the radio and then touched down with the landing gear retracted. The airplane skidded to a stop on the runway. The fuselage sustained substantial damage.

The pilot reported that he omitted completing his mental landing checklist of “gear, propeller, mixture, pumps, speed, stable.”

The pilot reported that there were no preimpact mechanical malfunctions or failures 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.

Findings

Personnel issues

Forgotten action/omission - Pilot

Aircraft

Gear extension and retract sys - Not used/operated

Factual Information

History of Flight

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

Pilot Information

Certificate:	Airline transport	Age:	46, Male
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 1 None	Last FAA Medical Exam:	March 17, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 25, 2023
Flight Time:	11202 hours (Total, all aircraft), 220 hours (Total, this make and model), 5760 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N751WW
Model/Series:	PA-30 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-1449
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	November 21, 2022 Annual	Certified Max Gross Wt.:	3725 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	6904 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C126 installed, not activated	Engine Model/Series:	IO-320-B1A
Registered Owner:	On file	Rated Power:	160 Horsepower
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:	SGJ,10 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:56 Local	Direction from Accident Site:	223°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	19°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Orlando, FL (SFB)	Type of Flight Plan Filed:	None
Destination:	St. Augustine, FL	Type of Clearance:	VFR flight following
Departure Time:	18:34 Local	Type of Airspace:	Class D

Airport Information

Airport:	Northeast Florida Regional Airport SGJ	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	8001 ft / 150 ft	VFR Approach/Landing:	Straight-in;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	29.95925,-81.339729(est)

Administrative Information

Investigator In Charge (IIC): Gerhardt, Adam

Additional Participating Persons: James Holmes; FAA/FSDO; Orlando, FL

Original Publish Date: July 27, 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=107155>

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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](#).