



Aviation Investigation Final Report

Location:	Nampa, Idaho	Accident Number:	WPR21LA256
Date & Time:	June 28, 2021, 10:45 Local	Registration:	N381KH
Aircraft:	Mooney M20	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a retractable landing gear-equipped airplane reported that, while maneuvering to avoid traffic for landing, he failed to complete the landing checklist and did not extend the landing gear. The airplane subsequently landed with the landing gear retracted. The airplane sustained substantial damage to the fuselage undercarriage. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 use the landing checklist and to extend the landing gear, which resulted in a gear-up landing.

Findings

Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Use of checklist - Pilot
Aircraft	Gear extension and retract sys - Not used/operated

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	March 8, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 26, 2021
Flight Time:	(Estimated) 1009.8 hours (Total, all aircraft), 242.2 hours (Total, this make and model), 928.1 hours (Pilot In Command, all aircraft), 25.2 hours (Last 90 days, all aircraft), 17.6 hours (Last 30 days, all aircraft), 2.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Mooney	Registration:	N381KH
Model/Series:	M20 M	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-0345
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	March 20, 2021 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	27.9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1186.6 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	TIO-540-AFIB
Registered Owner:	PHOENIX FIRE PROTECTION LLC	Rated Power:	320 Horsepower
Operator:	PHOENIX FIRE PROTECTION LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMAN,2537 ft msl	Distance from Accident Site:	
Observation Time:	10:55 Local	Direction from Accident Site:	
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:	130°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Redmond, OR (RDM)	Type of Flight Plan Filed:	None
Destination:	Nampa , ID	Type of Clearance:	None
Departure Time:	08:25 Local	Type of Airspace:	Class G

Airport Information

Airport:	Nampa Municipal MAN	Runway Surface Type:	Asphalt
Airport Elevation:	2537 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.581341,-116.52306

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	Craig Karel; Federal Aviation Administration; Boise, ID
Original Publish Date:	September 20, 2021
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=103395

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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](#).