



Aviation Investigation Final Report

Location:	Spencer, Virginia	Accident Number:	ERA22LA259
Date & Time:	June 4, 2022, 12:56 Local	Registration:	N8429X
Aircraft:	Piper PA-32R-301	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot stated he was flying to another airport for lunch, and as he approached the airport, he was looking around for other airplanes in the traffic pattern and “just forgot” to extend the landing gear. He further stated he did not use the landing checklist. He subsequently landed the airplane with the landing gear retracted, which resulted in substantial damage to the lower fuselage longerons.

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. Contributing to the accident was the pilot’s failure to use the landing checklist.

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	Landing gear not configured (Defining event)
Landing	Abnormal runway contact

Pilot Information

Certificate:	Military; Private; Recreational	Age:	73, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 18, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 18, 2022
Flight Time:	1550 hours (Total, all aircraft), 1480 hours (Pilot In Command, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8429X
Model/Series:	PA-32R-301	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-8113105
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 20, 2021 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3968 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	I0540
Registered Owner:	On file	Rated Power:	300
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:	KMTV,941 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	117°
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	25°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Danville, VA (DAN)	Type of Flight Plan Filed:	None
Destination:	Spencer, VA	Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Blue Ridge Airport MTV	Runway Surface Type:	Asphalt
Airport Elevation:	940 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	5002 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.631118,-80.018441 (est)

Administrative Information

Investigator In Charge (IIC):	Boggs, Daniel
Additional Participating Persons:	Michael Marchellette; FAA; Richmond, VA
Original Publish Date:	November 1, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105193

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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](#).