



# Aviation Investigation Final Report

<b>Location:</b>	Hollywood, Maryland	<b>Accident Number:</b>	ERA22LA408
<b>Date &amp; Time:</b>	August 19, 2022, 17:01 Local	<b>Registration:</b>	N7154U
<b>Aircraft:</b>	Mooney M20E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, while entering the airport’s traffic pattern to land on runway 11, he started the before landing checklist procedure but did not lower the landing gear because the airspeed was too fast. Then, on the final leg of the traffic pattern, he was focusing on maintaining a slip in the crosswind and he did not extend the landing gear. The airplane touched down with the landing gear retracted, which resulted in substantial damage to the fuselage. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. Around the time of the accident, the wind was reported from 140° at 9 knots.

## 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

<b>Personnel issues</b>	Forgotten action/omission - Pilot
<b>Aircraft</b>	Gear extension and retract sys - Not used/operated



## Factual Information

### History of Flight

<b>Landing</b>	Landing gear not configured (Defining event)
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	August 22, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 19, 2022
<b>Flight Time:</b>	746 hours (Total, all aircraft), 435.8 hours (Total, this make and model), 628 hours (Pilot In Command, all aircraft), 35.8 hours (Last 90 days, all aircraft), 5.6 hours (Last 30 days, all aircraft), 0.5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Mooney	<b>Registration:</b>	N7154U
<b>Model/Series:</b>	M20E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1964	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	393
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 14, 2021 Annual	<b>Certified Max Gross Wt.:</b>	2575 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4626 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-A1A
<b>Registered Owner:</b>	WALLS OF TIME INC	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	WALLS OF TIME INC	<b>Operating Certificate(s) Held:</b>	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>	NHK,39 ft msl	<b>Distance from Accident Site:</b>	6 Nautical Miles
<b>Observation Time:</b>	16:52 Local	<b>Direction from Accident Site:</b>	98°
<b>Lowest Cloud Condition:</b>	Few / 4800 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 28000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/ Light
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	30°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Essex, MD (W48)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Halifax, NC (IXA)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:29 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	St Mary's County 2W6	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	142 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	11	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4150 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.315337,-76.550029(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Freeze, Christopher
<b>Additional Participating Persons:</b>	Norman Allen; FAA; Herndon, VA
<b>Original Publish Date:</b>	November 1, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=105906">https://data.nts.gov/Docket?ProjectID=105906</a>

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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](#).