



# Aviation Investigation Final Report

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|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Richmond, Kentucky                   | <b>Accident Number:</b> | ERA22LA436  |
| <b>Date &amp; Time:</b>        | September 25, 2022, 18:19 Local      | <b>Registration:</b>    | N711TL      |
| <b>Aircraft:</b>               | Piper PA60                           | <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 |                         |             |

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## Analysis

The pilot of the multiengine airplane reported that he had completed six touch-and-go landings uneventfully. During approach for the seventh landing, he was distracted by a low fuel caution light illuminating in the cockpit, and other traffic in the area. The pilot forgot to extend the landing gear and the airplane landed on the runway with the landing gear retracted. The airplane came to rest upright on the runway and postaccident examination of it revealed substantial damage to the fuselage stringers. The pilot further reported that there were no preimpact mechanical malfunctions with the airplane.

## 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 prior to landing.

## Findings

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|                         |   |
|-------------------------|---|
| <b>Personnel issues</b> | Forgotten action/omission - Pilot       |
| <b>Aircraft</b>         | Configuration - Not attained/maintained |

## Factual Information

### History of Flight

|                |  |
|----------------|--|
| <b>Landing</b> | Landing gear not configured (Defining event) |
| <b>Landing</b> | Abnormal runway contact                      |

### Pilot Information

|                                  |   |  |                 |
|----------------------------------|---|--|-----------------|
| <b>Certificate:</b>              | Commercial; Private   | <b>Age:</b>                              | 47, Male        |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea  | <b>Seat Occupied:</b>                    | Left            |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |                 |
| <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 2 With waivers/limitations  | <b>Last FAA Medical Exam:</b>            | June 29, 2022   |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> | August 22, 2022 |
| <b>Flight Time:</b>              | (Estimated) 5025 hours (Total, all aircraft), 428 hours (Total, this make and model), 57 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |                 |

## Aircraft and Owner/Operator Information

|                                      |                                |                                       |                 |
|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Piper                          | <b>Registration:</b>                  | N711TL          |
| <b>Model/Series:</b>                 | PA60 700P                      | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 1984                           | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                         | <b>Serial Number:</b>                 | 608423017       |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle         | <b>Seats:</b>                         | 5               |
| <b>Date/Type of Last Inspection:</b> | October 12, 2021 Annual        | <b>Certified Max Gross Wt.:</b>       | 6315 lbs        |
| <b>Time Since Last Inspection:</b>   |                                | <b>Engines:</b>                       | 2 Reciprocating |
| <b>Airframe Total Time:</b>          | 3036 Hrs as of last inspection | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | C91 installed, not activated   | <b>Engine Model/Series:</b>           | LT10-540        |
| <b>Registered Owner:</b>             | On file                        | <b>Rated Power:</b>                   | 350 Horsepower  |
| <b>Operator:</b>                     | On file                        | <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> | KRGA,1002 ft msl                 | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 18:20 Local                      | <b>Direction from Accident Site:</b>        | 0°               |
| <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>                | 17 knots / 23 knots              | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 280°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 29.83 inches Hg                  | <b>Temperature/Dew Point:</b>               | 24°C / 11°C      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | Richmond, KY                     | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | Richmond, KY                     | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  |                                  | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                               |                                  |           |
|-----------------------------|-------------------------------|----------------------------------|-----------|
| <b>Airport:</b>             | Central Kentucky Regional RGA | <b>Runway Surface Type:</b>      | Asphalt   |
| <b>Airport Elevation:</b>   | 1002 ft msl                   | <b>Runway Surface Condition:</b> | Dry       |
| <b>Runway Used:</b>         | 36                            | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> | 5001 ft / 100 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> |        | <b>Aircraft Fire:</b>       | None                |
| <b>Ground Injuries:</b>    |        | <b>Aircraft Explosion:</b>  | None                |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 37.631533,-84.33244 |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Gretz, Robert   |
| <b>Additional Participating Persons:</b> | Danny Gregory; FAA/FSDO; Louisville, KY   |
| <b>Original Publish Date:</b>            | May 11, 2023  |
| <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.ntsb.gov/Docket?ProjectID=106210">https://data.ntsb.gov/Docket?ProjectID=106210</a> |

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