



Aviation Investigation Final Report

Location:	Coolidge, Arizona	Accident Number:	WPR23LA332
Date & Time:	September 1, 2023, 13:00 Local	Registration:	N440DM
Aircraft:	Piper PA-34-200T	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during a simulated instrument approach he forgot to extend the airplane’s landing gear. The airplane subsequently touched down on the runway and the fuselage and wings were substantially damaged. The pilot reported that there were no preimpact mechanical malfunctions or failures of 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
Personnel issues	Use of equip/system - Pilot
Personnel issues	Use of checklist - Pilot
Personnel issues	Attention - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	42
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:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	December 9, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	0 hours (Total, all aircraft), 0 hours (Total, this make and model)		

Pilot-rated passenger Information

Certificate:	Commercial; Flight instructor	Age:	31
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Waiver time limited special	Last FAA Medical Exam:	February 6, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 8, 2022
Flight Time:	918.1 hours (Total, all aircraft), 8.6 hours (Total, this make and model), 781.3 hours (Pilot In Command, all aircraft), 151.3 hours (Last 90 days, all aircraft), 37.1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N440DM
Model/Series:	PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:	1975	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7670040
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 11, 2023 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3847.3 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO360EB1
Registered Owner:	On file	Rated Power:	200
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:	KP08,1574 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:55 Local	Direction from Accident Site:	267°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	29°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mesa, AZ (KFFZ)	Type of Flight Plan Filed:	None
Destination:	Coolidge, AZ (P08)	Type of Clearance:	VFR
Departure Time:	11:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	Coolidge Municipal Airport P08	Runway Surface Type:	Asphalt
Airport Elevation:	1576 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	Practice;RNAV
Runway Length/Width:	5564 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.936024,-111.42647(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Dale Seitz; FAA; Scottsdale, AZ
Original Publish Date:	January 4, 2024
Last Revision Date:	April 3, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193008

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).