



Aviation Investigation Final Report

Location:	Floral, Alabama	Accident Number:	ERA24LA034
Date & Time:	November 8, 2023, 16:45 Local	Registration:	N100VF
Aircraft:	Piper PA32R	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot stated that he was performing a short-field landing as part of a flight review and because he was focused on his intended point of touchdown, airspeed, flap position, and clearing the “simulated 50 ft obstacle,” he was distracted from the normal landing procedure. Immediately before touchdown, the airplane’s landing gear warning horn sounded, and the landing was completed with the landing gear fully retracted. The airplane sustained substantial damage to the lower fuselage. The pilot reported that there were no mechanical malfunctions or failures with the airplane that would have prevented normal landing gear extension.

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 flight instructor’s inadequate supervision of the flight.

Findings

Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	(general) - Instructor/check pilot

Factual Information

History of Flight

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

Certificate:	Commercial; Private	Age:	63, 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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	January 26, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 9, 2022
Flight Time:	(Estimated) 1542 hours (Total, all aircraft), 957 hours (Total, this make and model), 1508 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	54, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	February 15, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 25, 2023
Flight Time:	2564 hours (Total, all aircraft), 190 hours (Total, this make and model), 1769 hours (Pilot In Command, all aircraft), 106 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N100VF
Model/Series:	PA32R 300	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7780539
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	May 26, 2023 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	91.1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8046 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	I0540-K1G5D
Registered Owner:	On file	Rated Power:	300 Horsepower
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:	K0J4,314 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:58 Local	Direction from Accident Site:	340°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	26°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Baker, FL (18FD)	Type of Flight Plan Filed:	None
Destination:	Floral, AL	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Floralia Municipal Airport 0J4	Runway Surface Type:	Asphalt
Airport Elevation:	314 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3197 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.0488,-86.30968(est)

Administrative Information

Investigator In Charge (IIC):	Rayner, Brian
Additional Participating Persons:	Kevin Alewine; FAA/FSDO; Birmingham, AL
Original Publish Date:	September 27, 2024
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=193373

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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](#).