



# Aviation Investigation Final Report

<b>Location:</b>	Fort Worth, Texas	<b>Accident Number:</b>	CEN24LA086
<b>Date &amp; Time:</b>	January 7, 2024, 05:10 Local	<b>Registration:</b>	N816AT
<b>Aircraft:</b>	PIPER AIRCRAFT INC PA-44-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor reported that he and the private pilot receiving instruction had just completed their seventh landing of the morning. The private pilot reduced the throttle on downwind and the landing gear warning horn sounded so he increased the throttle and continued in the traffic pattern. The flight instructor prompted him to extend the flaps and the student stated that he would extend the landing gear. They “confirmed 3 green,” which would indicate that the landing gear was down and locked. During the landing flare, “no gear warning horn was alarming,” but as they got closer to the ground the instructor observed sparks out of the left window. The airplane slid on the runway, came to rest upright, and sustained substantial damage to the lower fuselage longerons.

The Federal Aviation Administration (FAA) inspector completed an extensive examination and functional testing of the landing gear system. With the airplane on jacks, he cycled the landing gear at least six times and determined the landing gear, warning annunciations and aural alerts operated per the procedures in the airplane’s maintenance manual and there were no anomalies found.

## 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 and the flight instructor’s lack of recognition and inadequate remedial action, which resulted in a gear up landing.

## Findings

<b>Personnel issues</b>	Incomplete action - Pilot
<b>Personnel issues</b>	Lack of action - Instructor/check pilot
<b>Personnel issues</b>	Identification/recognition - Instructor/check pilot
<b>Aircraft</b>	(general) - Not used/operated

## Factual Information

### History of Flight

Landing	Landing gear not configured (Defining event)
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### Pilot Information

Certificate:	Private	Age:	19,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 20, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 26, 2023
Flight Time:	142.8 hours (Total, all aircraft), 28 hours (Total, this make and model), 61.8 hours (Pilot In Command, all aircraft), 63.2 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 7.6 hours (Last 24 hours, all aircraft)		

### Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	31,Male
Airplane Rating(s):	Single-engine land; Multi-engine sea	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	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	December 21, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 7, 2022
Flight Time:	108.1 hours (Total, all aircraft), 121.7 hours (Total, this make and model), 1023.5 hours (Pilot In Command, all aircraft), 185.8 hours (Last 90 days, all aircraft), 51.8 hours (Last 30 days, all aircraft), 7.9 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER AIRCRAFT INC	<b>Registration:</b>	N816AT
<b>Model/Series:</b>	PA-44-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2022	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4496535
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 8, 2023 Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	692.7 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-360-B1G6
<b>Registered Owner:</b>	SEMINOLE AIRCRAFT LLC	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	ATP Flight School	<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>	Night
<b>Observation Facility, Elevation:</b>	KAFW, 707 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	04:53 Local	<b>Direction from Accident Site:</b>	351°
<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>	3 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.08 inches Hg	<b>Temperature/Dew Point:</b>	2°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Arlington, TX (GKY)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Fort Worth, TX	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	03:50 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	PEROT FLD/FORT WORTH ALLIANCE AFW	<b>Runway Surface Type:</b>	Concrete
<b>Airport Elevation:</b>	723 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	11000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	2 None	<b>Latitude, Longitude:</b>	32.98764,-97.31881(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lindberg, Joshua
<b>Additional Participating Persons:</b>	Curtis Anthony; Federal Aviation Administration; Irving, TX
<b>Original Publish Date:</b>	February 20, 2024
<b>Last Revision Date:</b>	February 22, 2024
<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=193629">https://data.nts.gov/Docket?ProjectID=193629</a>

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](#).