



Aviation Investigation Final Report

Location:	Fort Worth, Texas	Accident Number:	CEN24LA086
Date & Time:	January 7, 2024, 05:10 Local	Registration:	N816AT
Aircraft:	PIPER AIRCRAFT INC PA-44-180	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	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

Personnel issues	Incomplete action - Pilot
Personnel issues	Lack of action - Instructor/check pilot
Personnel issues	Identification/recognition - Instructor/check pilot
Aircraft	(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

Aircraft Make:	PIPER AIRCRAFT INC	Registration:	N816AT
Model/Series:	PA-44-180	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4496535
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	January 8, 2023 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	692.7 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	IO-360-B1G6
Registered Owner:	SEMINOLE AIRCRAFT LLC	Rated Power:	180 Horsepower
Operator:	ATP Flight School	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KAFW,707 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	04:53 Local	Direction from Accident Site:	351°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	2°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Arlington, TX (GKY)	Type of Flight Plan Filed:	None
Destination:	Fort Worth, TX	Type of Clearance:	VFR
Departure Time:	03:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	PEROT FLD/FORT WORTH ALLIANCE AFW	Runway Surface Type:	Concrete
Airport Elevation:	723 ft msl	Runway Surface Condition:	Dry
Runway Used:	34R	IFR Approach:	None
Runway Length/Width:	11000 ft / 150 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:	32.98764,-97.31881(est)

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Curtis Anthony; Federal Aviation Administration; Irving, TX
Original Publish Date:	February 20, 2024
Last Revision Date:	February 22, 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=193629

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](#).