



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Conway, South Carolina	Accident Number:	ERA24LA218
Date & Time:	May 3, 2024, 16:45 Local	Registration:	N3777
Aircraft:	MOONEY AIRCRAFT CORP. M20K	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Flight test		

Analysis

The airplane had just undergone an annual inspection and the pilot was returning to the airport after conducting a post-maintenance flight test. The pilot stated that he made a normal approach to land with both the flaps and landing gear extended. He further described that upon landing, the airplane settled to the runway, and skidded to a stop resulting in substantial damage to the lower fuselage. A postaccident examination of the airplane revealed minor damage to the nose landing gear door and no damage to the main landing gear doors. The landing gear was subsequently cycled several times using both normal and emergency methods. No evidence of any preimpact mechanical malfunctions or failures were noted that would have precluded normal operation of the landing gear system. Based on this information, it is most likely that the pilot landed the airplane with the landing gear still retracted.

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

Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Forgotten action/omission - Pilot

Factual Information

History of Flight

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

Certificate:	Commercial; Flight instructor	Age:	47,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):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	April 16, 2024
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 5, 2023
Flight Time:	4850 hours (Total, all aircraft), 74 hours (Total, this make and model), 4175 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY AIRCRAFT CORP.	Registration:	N3777
Model/Series:	M20K	Aircraft Category:	Airplane
Year of Manufacture:	1985	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	25-0888
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 3, 2024 Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3221.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	TSIO-520-NB
Registered Owner:	WINGS OF EAGLES	Rated Power:	310 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:	KHYW,34 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:35 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:			
Departure Point:	Conway, SC	Type of Flight Plan Filed:	None
Destination:	Conway, SC	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	CONWAY-HORRY COUNTY HYW	Runway Surface Type:	Concrete
Airport Elevation:	34 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4400 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.828488,-79.122176(est)

Administrative Information

Investigator In Charge (IIC): Read, Leah

Additional Participating Persons: Brian Holder; FAA/FSDO; Columbia, SC

Original Publish Date: August 30, 2024

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=194268>

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](#).