



Aviation Investigation Final Report

Location:	Henderson, Texas	Accident Number:	CEN25LA394
Date & Time:	September 25, 2025, 11:30 Local	Registration:	N388TW
Aircraft:	Piper PA46	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During the descent to the destination airport, the pilot noticed that another airplane had departed from the runway and was climbing to enter the traffic pattern. The pilot decided to extend his traffic pattern entry to visually observe the other airplane and to provide separation so he could land. During this time, the main landing gear warning horn activated due to the engine power reduction that occurred, and the pilot then activated the main landing gear warning horn mute switch. The other airplane performed a touch and go, the pilot forgot to extend the main landing gear, and the pilot proceeded to land the airplane. During the gear up landing to the dry asphalt runway, the airplane departed the runway to the right, impacted two runway signs, and came to rest upright on a flat grass field. The airplane sustained substantial damage to the underside of the fuselage.

The pilot reported there were no preimpact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation. The pilot further reported that he should have performed a final landing check on short final and that he allowed the avoidance of the other airplane to distract him from his normal landing procedures and flow.

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 main landing gear prior to landing, which resulted in a gear up landing. Contributing to the accident was the pilot’s distraction during the approach.

Findings

Personnel issues	Lack of action - Pilot
Personnel issues	Attention - Pilot
Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	Main landing gear - Not used/operated
Aircraft	Gear extension and retract sys - Not used/operated

Factual Information

History of Flight

Landing	Miscellaneous/other
Landing	Landing gear not configured (Defining event)
Landing	Runway excursion
Post-impact	Evacuation

Pilot Information

Certificate:	Private; Remote	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Unmanned (sUAS)	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 6, 2025
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 26, 2024
Flight Time:	3611.4 hours (Total, all aircraft), 1070.5 hours (Total, this make and model), 3546.4 hours (Pilot In Command, all aircraft), 47.3 hours (Last 90 days, all aircraft), 4.3 hours (Last 30 days, all aircraft), 0.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N388TW
Model/Series:	PA46 500TP	Aircraft Category:	Airplane
Year of Manufacture:	2000	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4697018
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 25, 2025 Annual	Certified Max Gross Wt.:	4892 lbs
Time Since Last Inspection:	74.8 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	2375.5 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney Canada
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-42A
Registered Owner:	TL Lobo Group	Rated Power:	850 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None
Operator Does Business As:	None	Operator Designator Code:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRF1,443 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	3°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rockwall, TX (F46)	Type of Flight Plan Filed:	None
Destination:	Henderson, TX (RFI)	Type of Clearance:	VFR;Traffic advisory
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	RUSK COUNTY RFI	Runway Surface Type:	Asphalt
Airport Elevation:	441 ft msl	Runway Surface Condition:	Dry
Runway Used:	17/35	IFR Approach:	None
Runway Length/Width:	4005 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	32.13743,-94.850786(est)

Administrative Information

Investigator In Charge (IIC):	Hodges, Michael
Additional Participating Persons:	Gerald Dotson; FAA North Texas FSDO; Irving, TX
Original Publish Date:	October 23, 2025
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=201722

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](#).