



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Wharton, Texas	Accident Number:	CEN22LA183
Date & Time:	April 21, 2022, 17:40 Local	Registration:	N66NP
Aircraft:	Beech 95-B55 (T42A)	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he had performed three takeoffs and landings without incident. During the fourth landing, he “flared the airplane at stall speed”. He “heard a noise under the fuselage even though the landing gear lever was engaged in the down position.” The airplane sustained substantial damage to the lower fuselage structure during the landing. During a postaccident examination the landing gear extended and retracted normally. The landing gear position lights and the landing gear unsafe warning horn both functioned as designed. There were no preaccident mechanical malfunctions or failures that would have precluded normal operation.

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.

Findings

Aircraft	(general) - Not used/operated
Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	66,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	December 9, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 13, 2022
Flight Time:	(Estimated) 1250 hours (Total, all aircraft), 703 hours (Total, this make and model), 1179 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N66NP
Model/Series:	95-B55 (T42A)	Aircraft Category:	Airplane
Year of Manufacture:	1971	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TC-1407
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	December 21, 2021 Annual	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	8568 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-470-L
Registered Owner:	On file	Rated Power:	260 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:	KARM,100 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	17:15 Local	Direction from Accident Site:	87°
Lowest Cloud Condition:	Scattered / 3400 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	12 knots / 19 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	28°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wharton, TX (ARM)	Type of Flight Plan Filed:	None
Destination:	Wharton, TX (ARM)	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Wharton ARM	Runway Surface Type:	Asphalt
Airport Elevation:	99 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	6000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	29.258928,-96.154829(est)

Administrative Information

Investigator In Charge (IIC): Teilhaber, Ryan

Additional Participating Persons: Wilfredo Perez; FAA-FSDO

Original Publish Date: July 1, 2022

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=104994>

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](#).