Aviation Investigation Final Report

Location:	Greeley, Colorado	**Accident Number:**	CEN23LA407
Date & Time:	August 29, 2023, 19:40 Local	**Registration:**	N2KM
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 conducted a practice instrument approach to a landing and chose to remain in the traffic pattern for a second landing in dusk light conditions. While he was on final approach, he was performing the pre-landing checklist (gas, undercarriage, mixture, props) when he was distracted “by what appeared to be another aircraft ahead of me…” However, he could not locate the object again after visually scanning the traffic pattern. During the landing, he heard the main wheels briefly on the runway surface immediately followed by the sound of the airplane’s lower fuselage contacting the runway surface. The airplane sustained substantial damage to the lower fuselage.

Postaccident examination of the airplane revealed that the exterior of the landing gear doors, along with the lower fuselage skin and underlying structure, had substantial abrasion damage with no damage to the landing gear structure or linkages. The landing gear operated normally during multiple gear retraction and extension tests. However, during the landing gear test, the cockpit landing gear warning system failed to sound an audible warning for reasons that could not be determined. Based on available information, it is likely that the pilot failed to extend the airplane’s landing gear before touchdown on the runway.

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. Contributing to the accident was a malfunction of the landing gear warning horn for undetermined reasons.

Findings

Aircraft	Gear position and warning - Inoperative
Aircraft	Gear extension and retract sys - Not used/operated
Personnel issues	Use of equip/system - Pilot
Personnel issues	Monitoring other aircraft - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)

On August 29, 2023, about 1940 mountain daylight time, a Beech 95-B55, N2KM, was substantially damaged when it was involved in an accident near Greeley, Colorado. The pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he had conducted a practice instrument approach to a landing on runway 35 and chose to remain in the traffic pattern for a second landing. He stated that while he was "engaging gear and first stage flaps," he heard a radio call from another airplane that was in the vicinity of the traffic pattern. He stated that while he was on final approach for the second landing, he was performing the pre-landing checklist (gas, undercarriage, mixture, props) when he was distracted "by what appeared to be another aircraft ahead of me…" However, he could not locate the object again after visually scanning the traffic pattern.

During the landing, the pilot stated that he briefly heard the main landing gear wheels touch the runway surface followed by the sound of the airplane's lower fuselage contacting the runway surface. The airplane slid on its fuselage and came to rest on the runway with the landing gear in the retracted position, which resulted in substantial damage to the lower fuselage.

Postaccident examination of the airplane revealed that the exterior of the landing gear doors, along with the lower fuselage skin and underlying structure, had substantial abrasion damage with no damage to the landing gear structure or linkages. During several landing gear retraction and extension tests, the landing gear operated normally. However, during the landing gear tests, the cockpit landing gear warning system failed to sound an audible warning.

A review of the airframe logbook showed that an annual inspection was performed on January 7, 2023. The inspection included a landing gear retraction and extension test with no issues noted in the inspection logbook entry.

Pilot Information

Certificate:	Commercial; Private	**Age:**	67,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):	None	**Toxicology Performed:**	
Medical Certification:	Class 3 Without waivers/limitations	**Last FAA Medical Exam:**	August 31, 2023
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	August 8, 2023
Flight Time:	1489 hours (Total, all aircraft), 1247 hours (Total, this make and model), 1489 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N2KM
Model/Series:	95-B55 (T42A)	**Aircraft Category:**	Airplane
Year of Manufacture:	1973	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	TC-1608
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	January 7, 2023 Annual	**Certified Max Gross Wt.:**	5100 lbs
Time Since Last Inspection:		**Engines:**	2 Reciprocating
Airframe Total Time:	3324.1 Hrs at time of accident	**Engine Manufacturer:**	Continental
ELT:	C91A installed, not activated	**Engine Model/Series:**	IO-520E(7B)
Registered Owner:	ROCKY MOUNTAIN AVIATION LLC	**Rated Power:**	300 Horsepower
Operator:	ROCKY MOUNTAIN AVIATION LLC	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Dusk
Observation Facility, Elevation:	KGXY,4697 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	19:56 Local	**Direction from Accident Site:**	7°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	100°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.23 inches Hg	**Temperature/Dew Point:**	17°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Broomfield, CO (KBJC)	**Type of Flight Plan Filed:**	None
Destination:	Greeley, CO	**Type of Clearance:**	None
Departure Time:	19:40 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Greeley/Weld County GXY	**Runway Surface Type:**	Asphalt
Airport Elevation:	4697 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	35	**IFR Approach:**	None
Runway Length/Width:	10000 ft / 100 ft	**VFR Approach/Landing:**	Touch and go;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:**	40.427878,-104.63339(est)

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Seibel, Brian; FAA-FSDO; Denver, CO
Original Publish Date:	September 26, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193043