



# Aviation Investigation Final Report

<b>Location:</b>	Greeley, Colorado	<b>Accident Number:</b>	CEN23LA407
<b>Date &amp; Time:</b>	August 29, 2023, 19:40 Local	<b>Registration:</b>	N2KM
<b>Aircraft:</b>	Beech 95-B55 (T42A)	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Factual Information

### History of Flight

<b>Landing</b>	Landing gear not configured (Defining event)
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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

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	67, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	August 31, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 8, 2023
<b>Flight Time:</b>	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

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

## Meteorological Information and Flight Plan

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

## Airport Information

<b>Airport:</b>	Greeley/Weld County GXY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4697 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	10000 ft / 100 ft	<b>VFR Approach/Landing:</b>	Touch and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.427878,-104.63339(est)

## Administrative Information

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

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](#).