



# Aviation Investigation Final Report

|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | Valdosta, Georgia                       | <b>Accident Number:</b> | ERA24LA049  |
| <b>Date &amp; Time:</b>        | November 26, 2023, 08:35 Local          | <b>Registration:</b>    | N94EM       |
| <b>Aircraft:</b>               | Beech A36                               | <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 - Positioning |                         |             |

## Analysis

The pilot stated that during the landing flare he realized that he forgot to extend the landing gear and determined it was too late to go around. The underside of the airplane’s fuselage settled onto the runway and skidded down the asphalt, resulting in substantial damage to the structure of the fuselage. The pilot reported there were no mechanical malfunctions that would have prevented normal operation of the airplane.

The airplane was equipped with a landing gear position warning horn that was designed to sound when the throttle lever was pulled back for landing. The pilot reported that he did not specifically remember hearing the warning horn during the landing flare; however, he stated he might have mistaken the landing gear warning horn for the stall warning horn as he was expecting to hear the stall warning during the landing flare. The pilot reported that when he went back to the airplane after the accident and powered up the airplane’s electrical system, the landing gear warning horn operated normally.

## 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

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**Personnel issues**

Forgotten action/omission - Pilot

**Aircraft**

Gear extension and retract sys - Not used/operated

## Factual Information

### History of Flight

|                                |  |
|--------------------------------|--|
| <b>Landing</b>                 | Landing gear not configured (Defining event) |
| <b>Landing-flare/touchdown</b> | Abnormal runway contact                      |

### Pilot Information

|                                  |  |  |                   |
|----------------------------------|--|--|-------------------|
| <b>Certificate:</b>              | Commercial   | <b>Age:</b>                              | 78, 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 With waivers/limitations   | <b>Last FAA Medical Exam:</b>            | December 16, 2021 |
| <b>Occupational Pilot:</b>       | No   | <b>Last Flight Review or Equivalent:</b> | March 29, 2022    |
| <b>Flight Time:</b>              | 5147 hours (Total, all aircraft), 692 hours (Total, this make and model), 5049 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |                   |

## Aircraft and Owner/Operator Information

|                                      |                                 |                                       |                                    |
|--------------------------------------|---------------------------------|---------------------------------------|------------------------------------|
| <b>Aircraft Make:</b>                | Beech                           | <b>Registration:</b>                  | N94EM                              |
| <b>Model/Series:</b>                 | A36                             | <b>Aircraft Category:</b>             | Airplane                           |
| <b>Year of Manufacture:</b>          | 1982                            | <b>Amateur Built:</b>                 |                                    |
| <b>Airworthiness Certificate:</b>    | Normal                          | <b>Serial Number:</b>                 | E-2011                             |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle          | <b>Seats:</b>                         | 6                                  |
| <b>Date/Type of Last Inspection:</b> | February 21, 2023 Annual        | <b>Certified Max Gross Wt.:</b>       | 3600 lbs                           |
| <b>Time Since Last Inspection:</b>   | 167.59 Hrs                      | <b>Engines:</b>                       | 1 Reciprocating                    |
| <b>Airframe Total Time:</b>          | 6834.41 Hrs at time of accident | <b>Engine Manufacturer:</b>           | Continental Aerospace Technologies |
| <b>ELT:</b>                          | Installed, not activated        | <b>Engine Model/Series:</b>           | IO-550-B6A                         |
| <b>Registered Owner:</b>             | SKYCLUB A36 LLC                 | <b>Rated Power:</b>                   | 285 Horsepower                     |
| <b>Operator:</b>                     | On file                         | <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>                  | Day              |
| <b>Observation Facility, Elevation:</b> | KVLD,193 ft msl         | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 07:53 Local             | <b>Direction from Accident Site:</b>        | 289°             |
| <b>Lowest Cloud Condition:</b>          | Scattered / 6000 ft AGL | <b>Visibility</b>                           | 7 miles          |
| <b>Lowest Ceiling:</b>                  | Broken / 7500 ft AGL    | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 5 knots /               | <b>Turbulence Type Forecast/Actual:</b>     | None / None      |
| <b>Wind Direction:</b>                  | 140°                    | <b>Turbulence Severity Forecast/Actual:</b> | N/A / N/A        |
| <b>Altimeter Setting:</b>               | 30.09 inches Hg         | <b>Temperature/Dew Point:</b>               | 13°C / 11°C      |
| <b>Precipitation and Obscuration:</b>   | Light - None - Rain     |   |                  |
| <b>Departure Point:</b>                 | Chamblee, GA (PDK)      | <b>Type of Flight Plan Filed:</b>           | IFR              |
| <b>Destination:</b>                     | Valdosta, GA (VLD)      | <b>Type of Clearance:</b>                   | IFR              |
| <b>Departure Time:</b>                  | 07:30 Local             | <b>Type of Airspace:</b>                    | Class D          |

## Airport Information

|                             |                   |                                  |           |
|-----------------------------|-------------------|----------------------------------|-----------|
| <b>Airport:</b>             | VALDOSTA RGNL VLD | <b>Runway Surface Type:</b>      | Asphalt   |
| <b>Airport Elevation:</b>   | 203 ft msl        | <b>Runway Surface Condition:</b> | Wet       |
| <b>Runway Used:</b>         | 17/35             | <b>IFR Approach:</b>             | ILS       |
| <b>Runway Length/Width:</b> | 8002 ft / 150 ft  | <b>VFR Approach/Landing:</b>     | Full stop |

## 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> | 30.775497,-83.272333(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Gibson, Kurt  |
| <b>Additional Participating Persons:</b> | Rodney Hood; FAA/FSDO; Atlanta, GA  |
| <b>Original Publish Date:</b>            | January 25, 2024  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class 4</a>   |
| <b>Note:</b>                             | The NTSB did not travel to the scene of this accident.  |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=193428">https://data.ntsb.gov/Docket?ProjectID=193428</a> |

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