



Aviation Investigation Final Report

Location:	Kalamazoo, Michigan	Accident Number:	CEN24LA307
Date & Time:	August 6, 2024, 17:38 Local	Registration:	N484WW
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that, during a straight-in approach, he forgot to extend the landing gear and that he landed with the landing gear retracted. Subsequently, the airplane slid on the runway before it came to rest. The airplane sustained substantial damage to the lower fuselage. The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane 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 before landing.

Findings

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

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	78,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
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 2 With waivers/limitations	Last FAA Medical Exam:	October 14, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 15000 hours (Total, all aircraft), 10000 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N484WW
Model/Series:	58	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-909
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	July 25, 2024 Continuous airworthiness	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	13838 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, activated	Engine Model/Series:	IO-520-C
Registered Owner:	On file	Rated Power:	285 Horsepower
Operator:	Gerlach & Associates, LLC	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	On file	Operator Designator Code:	M4RA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAZO, 864 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:53 Local	Direction from Accident Site:	153°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	27°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wichester, VA (OKV)	Type of Flight Plan Filed:	IFR
Destination:	Kalamazoo, MI	Type of Clearance:	IFR
Departure Time:	14:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	Kalamazoo International AZO	Runway Surface Type:	Concrete
Airport Elevation:	874 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	ILS;RNAV
Runway Length/Width:	6502 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	42.233962,-85.550144

Administrative Information

Investigator In Charge (IIC):	Finne, Andrew
Additional Participating Persons:	Osman, Joshua; FAA-FSDO; Grand Rapids, MI
Original Publish Date:	January 10, 2025
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=194870

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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](#).