



Aviation Investigation Final Report

Location:	Augusta, Georgia	Accident Number:	ERA17LA189
Date & Time:	May 24, 2017, 01:00 Local	Registration:	N9132S
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The commercial pilot reported that the flight was concluding at the end of his 17-hour duty day. He stated that he did not confirm a safe landing gear indication before landing and that the airplane subsequently landed with the landing gear retracted, which resulted in substantial damage. The pilot also stated that fatigue and self-induced distractions contributed to the accident, and that there were no mechanical anomalies 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 properly configure the airplane for landing. Contributing to the accident were the pilot's fatigue and self-induced distractions.

Findings

Personnel issues	Forgotten action/omission - Pilot
Aircraft	(general) - Not used/operated
Personnel issues	Fatigue due to work schedule - Pilot
Personnel issues	(general) - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
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On May 24, 2017, about 0100 eastern daylight time, a Beechcraft BE-58, N9132S, was substantially damaged during a gear-up landing at Augusta Regional Airfield (AGS), Augusta, Georgia. The commercial pilot was not injured. Instrument meteorological conditions prevailed and an instrument flight rules flight plan had been filed. The on-demand cargo flight departed Chicago Executive Airport (PWK), Chicago, Illinois, was conducted under the provisions of 14 *Code of Federal Regulations* Part 135.

The pilot stated he departed on a personal flight at 0715. Later in the day, he accepted a Part 135 flight with an expected departure time of 1630, but the departure was delayed until 2000. The pilot stated that while on approach he did not extend the landing gear at the final approach fix, which was standard procedure, and he failed to confirm a safe landing gear indication before landing. He reported that there were no mechanical malfunctions or failures of the airplane that would have precluded normal operation. He also reported that he was fatigued, and his attempts to contact the fixed base operator during approach distracted him.

On scene examination of the wreckage by a Federal Aviation Administration inspector revealed substantial damage to the wing ribs and stringers.

The pilot held a commercial pilot certificate with ratings for airplane single engine land, airplane multiengine land, and instrument airplane. His most recent FAA second class medical certificate was issued August 11, 2016. The pilot reported 14,000 total hours of flight experience, of which 6,000 hours were in the accident airplane make and model.

The six-seat, low-wing, retractable tricycle-gear airplane was manufactured in 1976 and was powered by two Continental, IO-520, 285-horsepower engines. The airplane's most recent inspection was completed on May 9, 2017, at 13,247 total aircraft hours.

At 0053, recorded weather at AGS included an overcast ceiling at 700 feet, calm wind, and 10 miles of visibility. The temperature was 21° C, the dew point was 20° C, and the altimeter setting was 29.69 inches of mercury.

Pilot Information

Certificate:	Commercial; Private	Age:	71, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	August 11, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	February 1, 2017
Flight Time:	14000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N9132S
Model/Series:	58 UNDESIGNAT	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-724
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 9, 2017 Continuous airworthiness	Certified Max Gross Wt.:	5503 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	13247.6 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91A installed, not activated	Engine Model/Series:	IO 520-CB
Registered Owner:	SLEGGERS JOHN E	Rated Power:	285 Horsepower
Operator:	GERLACH AND ASSOCIATES LLC	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Midwest Airlink	Operator Designator Code:	M4RA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night
Observation Facility, Elevation:	KAGS,148 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	04:53 Local	Direction from Accident Site:	160°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.69 inches Hg	Temperature/Dew Point:	21°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHICAGO/PROSPECT HEIGHTS/WHEELING, IL (PWK)	Type of Flight Plan Filed:	IFR
Destination:	Augusta, GA (AGS)	Type of Clearance:	IFR
Departure Time:	20:10 Local	Type of Airspace:	Class E

Airport Information

Airport:	AUGUSTA RGNL AT BUSH FIELD AGS	Runway Surface Type:	Concrete
Airport Elevation:	145 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	ILS
Runway Length/Width:	8001 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.381111,-81.970558(est)

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Danny Cox; FAA/FSDO; Atlanta, GA
Original Publish Date:	November 6, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=95232

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](#).