



Aviation Investigation Final Report

Location:	Valdosta, Georgia	Accident Number:	ERA24LA049
Date & Time:	November 26, 2023, 08:35 Local	Registration:	N94EM
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
Landing-flare/touchdown	Abnormal runway contact

Pilot Information

Certificate:	Commercial	Age:	78,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 With waivers/limitations	Last FAA Medical Exam:	December 16, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 29, 2022
Flight Time:	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

Aircraft Make:	Beech	Registration:	N94EM
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-2011
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 21, 2023 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	167.59 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6834.41 Hrs at time of accident	Engine Manufacturer:	Continental Aerospace Technologies
ELT:	Installed, not activated	Engine Model/Series:	IO-550-B6A
Registered Owner:	SKYCLUB A36 LLC	Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KVLD, 193 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	07:53 Local	Direction from Accident Site:	289°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 7500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	13°C / 11°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Chamblee, GA (PDK)	Type of Flight Plan Filed:	IFR
Destination:	Valdosta, GA (VLD)	Type of Clearance:	IFR
Departure Time:	07:30 Local	Type of Airspace:	Class D

Airport Information

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

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:	30.775497,-83.272333(est)

Administrative Information

Investigator In Charge (IIC):	Gibson, Kurt
Additional Participating Persons:	Rodney Hood; FAA/FSDO; Atlanta, GA
Original Publish Date:	January 25, 2024
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=193428

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](#).