



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Greenville, South Carolina	Accident Number:	ERA24LA193
Date & Time:	April 24, 2024, 18:00 Local	Registration:	N333HE
Aircraft:	Beech E-55	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

After an instrument flight rules cross-country flight, the pilot received multiple radar vectors from air traffic control for traffic and after mis-identifying the destination airport for a visual approach. He then had difficulty identifying the runway while looking toward the setting sun and setting up the GPS to identify a 2-mile final approach to the runway. On final approach, he was paying close attention to departing traffic on the landing runway and stated that he configured the airplane for landing but neglected to lower the landing gear. He heard the landing gear position warning horn and realized that he had forgotten to extend the landing gear when the airplane settled onto the runway. The airplane skidded down the asphalt, resulting in substantial damage to the fuselage. The pilot reported that there were no mechanical malfunctions or failures of 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

Lack of action - Pilot

Aircraft

Gear position and warning - Not used/operated

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial; Private	Age:	56,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):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 15, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 20, 2022
Flight Time:	961 hours (Total, all aircraft), 48 hours (Total, this make and model), 890 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N333HE
Model/Series:	E-55	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TE-1068
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	5300 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	3285 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520 series
Registered Owner:	HOLLMAN AIRCRAFT LEASING 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:	GYH,955 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	18:00 Local	Direction from Accident Site:	133°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 5500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	22°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kingsport, TN (TRI)	Type of Flight Plan Filed:	IFR
Destination:	Greenville, SC	Type of Clearance:	IFR
Departure Time:	16:13 Local	Type of Airspace:	Class D

Airport Information

Airport:	DONALDSON FLD GYH	Runway Surface Type:	Concrete
Airport Elevation:	955 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	Visual
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Straight-in

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:	34.758312,-82.376413(est)

Administrative Information

Investigator In Charge (IIC):	Spencer, Lynn
Additional Participating Persons:	Jeffrey Kimbrell; FAA/FSDO; Columbia, SC
Original Publish Date:	June 21, 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=194149

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](#).