



Aviation Investigation Final Report

Location:	Shreveport, Louisiana	Accident Number:	CEN25LA017
Date & Time:	October 16, 2024, 17:00 Local	Registration:	N4203A
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

The pilot reported that the flight was routine until landing, when for some reason he neglected to lower the landing gear. The airplane landed on the runway wheels up and sustained substantial damage to the fuselage. The pilot stated there were no mechanical failures or malfunctions associated with the airplane that would have precluded normal operation. He added that minimizing distractions and complacency might have prevented the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s inadvertent failure to lower the landing gear before touching down.

Findings

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

Factual Information

History of Flight

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

Certificate:	Airline transport; Flight instructor	Age:	64, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	December 28, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	13000 hours (Total, all aircraft), 2100 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N4203A
Model/Series:	58	Aircraft Category:	Airplane
Year of Manufacture:	1970	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-22
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 17, 2024 Annual	Certified Max Gross Wt.:	5400 lbs
Time Since Last Inspection:	124 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	5338 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	GULF STATES AIR INC	Rated Power:	285 Horsepower
Operator:	GULF STATES AIR INC	Operating Certificate(s) Held:	None
Operator Does Business As:	N/A	Operator Designator Code:	N/A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KDTN,172 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:46 Local	Direction from Accident Site:	246°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.32 inches Hg	Temperature/Dew Point:	21°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Orleans, LA (NEW)	Type of Flight Plan Filed:	VFR
Destination:	Shreveport, LA (DTN)	Type of Clearance:	VFR;VFR flight following
Departure Time:	15:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	Shreveport Downtown DTN	Runway Surface Type:	Asphalt
Airport Elevation:	179 ft msl	Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	4198 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	32.540822,-93.743835(est)

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	James Kelly; FAA Flight Standards; Baton Rouge, LA
Original Publish Date:	November 19, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=195336

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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](#).