



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Traverse City, Michigan	Accident Number:	CEN26LA240
Date & Time:	June 24, 2026, 11:33 Local	Registration:	N96GB
Aircraft:	Beech 58	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the initial approach, he was given vectors from air traffic control (ATC) that took him about 15 miles away from the airport. As he was vectored back toward the airport, ATC notified him that he was fifth in sequence to land and was asked to decrease airspeed. About 5 miles from the airport, ATC turned multiple airplanes in front of him, and he continued to maintain visual contact with each airplane. The spacing was tight with airplane in front of him and he continued to watch it as it slowly exited the runway. While on short final, he forgot to complete the before landing checklist, which resulted in him not extending the landing gear. The airplane landed on its belly and came to rest upright on the runway, which resulted in substantial damage to the bottom fuselage. The pilot reported no preaccident mechanical malfunctions or failures 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
Personnel issues	Use of checklist - Pilot
Personnel issues	Task monitoring/vigilance - Pilot

Factual Information

History of Flight

Landing	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	80,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 2 With waivers/limitations	Last FAA Medical Exam:	October 7, 2025
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 13, 2026
Flight Time:	12000 hours (Total, all aircraft), 10000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N96GB
Model/Series:	58	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	TH-882
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 10, 2026 Continuous airworthiness	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:	50 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	8657.5 Hrs as of last inspection	Engine Manufacturer:	Continental Motors
ELT:	Installed, not activated	Engine Model/Series:	IO-520-MBCCB
Registered Owner:	EAGLE EQUITY INC	Rated Power:	280 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:	KTVC, 608 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:00 Local	Direction from Accident Site:	278°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 9500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	18°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Valparaiso, IN (KVPZ)	Type of Flight Plan Filed:	IFR
Destination:	Traverse City, MI (KTVC)	Type of Clearance:	IFR
Departure Time:	10:18 Local	Type of Airspace:	Class D

Airport Information

Airport:	CHERRY CAPITAL TVC	Runway Surface Type:	Asphalt
Airport Elevation:	623 ft msl	Runway Surface Condition:	Dry
Runway Used:	10/28	IFR Approach:	None
Runway Length/Width:	7016 ft / 150 ft	VFR Approach/Landing:	Full stop; 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:	44.742599,-85.587709

Administrative Information

Investigator In Charge (IIC): Lindberg, Joshua

Additional Participating Persons: Michael Thurber; FAA; Grand Rapids, MI

Original Publish Date: August 20, 2026

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=203300>

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](#).