

Bradley Miller
Aviation Accident Investigator
AS-CEN

Date: January 28, 2025

Subject: Phone Conversation With Pilot of N44BN

Contact: Mario I. Scolari

On the afternoon of January 28, 2025, I spoke with the pilot involved in an accident on January 22, 2025, at Houston Southwest Airport (KAXH), Houston, Texas. He was flying an Epic E1000 airplane, registration N44BN, serial number K077. The information below is a summary of our conversation but does not capture it in its entirety or verbatim.

According to the pilot, on the day of the accident he had worked a long and intense day. He intended to fly from San Diego at night to Houston to pick up his brother on his way to the Turks and Caicos Islands. He stated that he had been to Houston Southwest Airport (KAXH), Houston, Texas, on one other occasion. He described his arrival as a visual approach to runway 27 and that he was having trouble seeing the runway lights because they were too dim. He asked the controller for vectors and was able to locate the airport. When he turned left base, he thought he put the landing gear down. He added his "second notch of flaps" on a 2-mile final that he described as high and fast, so he reduced power to idle and made his final radio call. It was dark with no wind and his approach and landing flare were normal with no indication of any issues until the airplane began to vibrate and he heard noise from the propeller and saw sparks. He realized he had forgotten to extend the landing gear. After shutting down the engine he exited the airplane on his own.

He said that thinking back on the sequence of events he could not recall any type of aural warning from the airplane warning him of the gear being in the up position.