



National Transportation Safety Board Aviation Accident Final Report

Location:	Vacaville, CA	Accident Number:	GAA18CA239
Date & Time:	04/27/2018, 1100 PDT	Registration:	N54V
Aircraft:	BEECH 76	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The flight instructor was giving instruction in the multiengine, retractable-landing gear-equipped airplane. On the downwind leg in the pattern, he asked the pilot under instruction to perform a simulated single-engine emergency landing with the left engine shutdown.

It was the pilot under instruction's first training flight in a multiengine airplane, and he asked a series of questions of the flight instructor during the procedure. The instructor reported that they both became distracted and forgot to extend the landing gear. The airplane landed with the landing gear retracted and came to rest on the runway.

The airplane sustained substantial damage to the wingspar and longerons.

The flight instructor reported that there were no 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 under instruction's failure to extend the landing gear and the flight instructor's inadequate supervision and failure to ensure that the landing gear was extended.

Findings

Aircraft	Gear extension and retract sys - Not used/operated (Cause)
Personnel issues	Forgotten action/omission - Student pilot (Cause) Monitoring other person - Instructor/check pilot (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Miscellaneous/other Landing gear not configured (Defining event)
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Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	08/31/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	07/26/2017
Flight Time:	(Estimated) 912 hours (Total, all aircraft), 54 hours (Total, this make and model), 837 hours (Pilot In Command, all aircraft), 290 hours (Last 90 days, all aircraft), 111 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	04/06/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	08/08/2016
Flight Time:	(Estimated) 1531 hours (Total, all aircraft), 1 hours (Total, this make and model), 1451 hours (Pilot In Command, all aircraft), 47 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BEECH	Registration:	N54V
Model/Series:	76 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	ME-313
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/02/2018, Annual	Certified Max Gross Wt.:	3900 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2377.5 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1G6D
Registered Owner:	SKYKING AVIATION SERVICES LLC	Rated Power:	180 hp
Operator:	Wings Flight School	Operating Certificate(s) Held:	Pilot School (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSUU, 62 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	1756 UTC	Direction from Accident Site:	169°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 3700 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	16° C / 9° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Vacaville, CA (VCB)	Type of Flight Plan Filed:	None
Destination:	Vacaville, CA (VCB)	Type of Clearance:	None
Departure Time:	1030 PDT	Type of Airspace:	Class G

Airport Information

Airport:	NUT TREE (VCB)	Runway Surface Type:	Asphalt
Airport Elevation:	116 ft	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	4700 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.378333, -121.961111 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	10/24/2018
Additional Participating Persons:	Joseph Mitchell; FAA; Sacramento, CA		
Publish Date:	10/24/2018		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97133		

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