



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Fort Lauderdale, FL	<b>Accident Number:</b>	GAA18CA406
<b>Date &amp; Time:</b>	07/09/2018, 1520 EDT	<b>Registration:</b>	N66340
<b>Aircraft:</b>	Beech 76	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area undershoot	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The flight instructor reported that he asked the pilot receiving instruction to simulate a power-off emergency landing with a 180° turn to the runway and directed her to "lower the gear when landing was assured." After initiating the power-off approach, the pilot receiving instruction turned the airplane from the downwind leg onto the base leg of the traffic pattern and extended the landing gear. The sink rate increased, and she attempted to correct with full engine power, but the airplane continued to descend. The airplane landed short of the runway and struck a ground lighting system. The pilot receiving instruction then initiated a go-around and landed without further incident.

The airplane sustained substantial damage to the right wing.

The instructor reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The airport's automated weather observation station reported that, about the time of the accident, the wind was from 080° at 8 knots. The airplane landed on runway 09.

## Probable Cause and Findings

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

The pilot receiving instruction's failure to maintain a proper approach path and her delayed go-around during a simulated emergency landing, which resulted in landing short of the runway. Contributing to the accident was the flight instructor's failure to properly monitor the student's approach.

## Findings

<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Student pilot (Cause) Delayed action - Student pilot (Cause) Monitoring other person - Instructor/check pilot (Factor)
<b>Environmental issues</b>	Runway/taxi/approach light - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Landing area undershoot (Defining event) Attempted remediation/recovery Miscellaneous/other Collision with terr/obj (non-CFIT)
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### Flight Instructor Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	65, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	12/26/2015
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 16000 hours (Total, all aircraft), 14000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Student Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, Female
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	03/07/2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N66340
Model/Series:	76 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	ME-241
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	10/01/2017, Annual	Certified Max Gross Wt.:	3900 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O&VO-360 SER
Registered Owner:	Air Con	Rated Power:	
Operator:	Air Con	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KFXE, 14 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1916 UTC	Direction from Accident Site:	214°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	34° C / 22° C
Precipitation and Obscuration:	Moderate - Thunderstorms - No Precipitation		
Departure Point:	Fort Lauderdale, FL (FXE)	Type of Flight Plan Filed:	None
Destination:	Fort Lauderdale, FL (FXE)	Type of Clearance:	None
Departure Time:	1510 EDT	Type of Airspace:	Class D

## Airport Information

Airport:	Fort Lauderdale Executive (FXE)	Runway Surface Type:	Asphalt
Airport Elevation:	13 ft	Runway Surface Condition:	Unknown
Runway Used:	09	IFR Approach:	Unknown
Runway Length/Width:	6002 ft / 100 ft	VFR Approach/Landing:	Simulated Forced Landing

## 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:	26.197222, -80.170833 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eleazar Nepomuceno	<b>Report Date:</b>	06/10/2019
<b>Additional Participating Persons:</b>	Daniel Sullivan; FAA; Miramar, FL		
<b>Publish Date:</b>	06/10/2019		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97722">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97722</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).