



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Las Vegas, Nevada	Accident Number:	WPR21LA247
Date & Time:	June 25, 2021, 13:45 Local	Registration:	N970AA
Aircraft:	SHORT BROS SD-360-300	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The check pilot reported that, the pilot being evaluated was performing a simulated critical engine failure approach to a local airport. During the visual approach, everything seemed normal until touchdown when both pilots realized that the landing gear had not been extended. The airplane slid to a stop on the runway substantially damaging the lower fuselage. The check pilot reported that there were 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 during landing and the check pilot's inadequate supervision.

Findings

Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Use of equip/system - Pilot
Personnel issues	Monitoring other person - Instructor/check pilot
Aircraft	Gear extension and retract sys - Not used/operated

Factual Information

History of Flight

Landing-landing roll	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	33,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	September 28, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 23, 2021
Flight Time:	(Estimated) 1560 hours (Total, all aircraft), 875 hours (Total, this make and model)		

Check pilot Information

Certificate:	Airline transport; Flight instructor	Age:	36,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Waiver time limited special	Last FAA Medical Exam:	February 22, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 5, 2021
Flight Time:	(Estimated) 3294 hours (Total, all aircraft), 1780 hours (Total, this make and model), 53 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	SHORT BROS	Registration:	N970AA
Model/Series:	SD-360-300	Aircraft Category:	Airplane
Year of Manufacture:	1988	Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	3737
Landing Gear Type:	Retractable - Tricycle	Seats:	2
Date/Type of Last Inspection:	June 13, 2021 AAIP	Certified Max Gross Wt.:	27100 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	24393.6 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6A-67R
Registered Owner:	ACC Integrated Services Inc	Rated Power:	
Operator:	ACC Integrated Services Inc	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KLAS,2180 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	13:56 Local	Direction from Accident Site:	227°
Lowest Cloud Condition:	Few / 12000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	37°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Las Vegas, NV (KVGT)	Type of Flight Plan Filed:	Company VFR
Destination:	Las Vegas, NV	Type of Clearance:	VFR flight following
Departure Time:	13:20 Local	Type of Airspace:	Class B

Airport Information

Airport:	HARRY REID INTL LAS	Runway Surface Type:	Concrete
Airport Elevation:	2181 ft msl	Runway Surface Condition:	Dry
Runway Used:	08R/26L	IFR Approach:	None
Runway Length/Width:	10526 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.080044,-115.15223(est)

Administrative Information

Investigator In Charge (IIC): Nepomuceno, Eleazar

Additional Participating Persons:

Original Publish Date: October 20, 2021

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=103357>

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](#).