



# Aviation Investigation Final Report

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<b>Location:</b>	PETERSBURG, West Virginia	<b>Accident Number:</b>	ERA23LA237
<b>Date &amp; Time:</b>	May 18, 2023, 11:59 Local	<b>Registration:</b>	N80Y
<b>Aircraft:</b>	Beech 65-A90-1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

The pilot and the flight instructor were performing flight training in the turbo-propeller-powered, multi-engine airplane. After completing two uneventful takeoffs and landings, the instructor and the pilot briefed that they would next perform a no-flap landing. While on the downwind leg of the traffic pattern, the pilot called for the before landing checklist. The instructor began reading the checklist, the pilot pushed the propeller controls fully forward, and the flight instructor mentioned that the pilot needed to hold the airplane's attitude in order to slow the airplane to the desired airspeed. The flight instructor further described, "I was coaching the [pilot] on centerline and speed and neither of us realized that we had not completed the landing checklist." During the landing flare, the flight instructor heard a metallic scraping sound, and began to abort the landing, about which time the pilot noted that the landing gear was not extended. After two attempts to increase engine power and climb, the flight instructor realized that the airplane was not controllable and decided to land on the grass next to the runway with the landing gear retracted.

The airplane's right wing was substantially damaged during the landing. The operator reported that there were no preimpact mechanical malfunctions or failures of the airplane that would have precluded normal operation, nor did either of the flight crew report any, with the exception that neither crewmember recalled hearing the landing gear position warning system horn activate at any point. Maintenance personnel tested the system following the accident and noted no anomalies.

## Probable Cause and Findings

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

The flight crew’s failure to ensure that the landing gear were properly configured before landing.

**Findings**

<b>Personnel issues</b>	Use of checklist - Pilot
<b>Personnel issues</b>	Use of checklist - Instructor/check pilot
<b>Aircraft</b>	Gear extension and retract sys - Not used/operated

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Landing gear not configured (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-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>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 17, 2022
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 31, 2023
<b>Flight Time:</b>	8425 hours (Total, all aircraft), 328 hours (Total, this make and model), 6640 hours (Pilot In Command, all aircraft), 168 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 3, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 16, 2022
<b>Flight Time:</b>	1104 hours (Total, all aircraft), 720 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 206 hours (Last 90 days, all aircraft), 86 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N80Y
<b>Model/Series:</b>	65-A90-1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1967	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	LM-79
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	January 27, 2023 AAIP	<b>Certified Max Gross Wt.:</b>	9650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	21534.2 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PT6A-28
<b>Registered Owner:</b>	DYNAMIC AVLEASE INC	<b>Rated Power:</b>	680 Horsepower
<b>Operator:</b>	DYNAMIC AVIATION GROUP, INC.	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135), Agricultural aircraft (137)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KCBE, 775 ft msl	<b>Distance from Accident Site:</b>	40 Nautical Miles
<b>Observation Time:</b>	12:05 Local	<b>Direction from Accident Site:</b>	26°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	180°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.27 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	PETERSBURG, WV	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	PETERSBURG, WV	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Grant County Airport W99	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	963 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	38.995833,-79.148611

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Diaz, Dennis
<b>Additional Participating Persons:</b>	Andrew Knowlton; FAA/FSDO; Baltimore, MD
<b>Original Publish Date:</b>	August 10, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=180446">https://data.nts.gov/Docket?ProjectID=180446</a>

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](#).