



# Aviation Investigation Final Report

<b>Location:</b>	Reno, Nevada	<b>Accident Number:</b>	WPR24LA025
<b>Date &amp; Time:</b>	October 26, 2023, 15:02 Local	<b>Registration:</b>	N840KB
<b>Aircraft:</b>	GULFSTREAM AEROSPACE Commander 690C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abrupt maneuver	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

## Analysis

The check pilot of the multi engine airplane reported that he was conducting a familiarization flight with a pilot that his company was in the process of hiring (pilot applicant.) On final approach, at approximately 100 ft above ground level, the pilot applicant made a pitch adjustment and the airplane's nose pitched down excessively. Both pilots pulled back on the yokes to arrest the descent, but the airplane impacted terrain short of the runway, which resulted in substantial damage to the right wing and 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 applicant's excessive nose down pitch, and the check pilot's delayed remedial action, which resulted in an impact with terrain.

## Findings

<b>Aircraft</b>	Pitch control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Delayed action - Instructor/check pilot

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Abrupt maneuver (Defining event)
<b>Landing-flare/touchdown</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	55,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>	3-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 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 26, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	November 14, 2022
<b>Flight Time:</b>	3905.6 hours (Total, all aircraft), 3512 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft)		

### Check pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	62,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>	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>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	February 15, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 25, 2023
<b>Flight Time:</b>	(Estimated) 6461 hours (Total, all aircraft), 1200 hours (Total, this make and model), 4700 hours (Pilot In Command, all aircraft), 161 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	GULFSTREAM AEROSPACE	<b>Registration:</b>	N840KB
<b>Model/Series:</b>	Commander 690C	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1980	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	11640
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	August 9, 2023 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	10325 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	7142 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Honeywell
<b>ELT:</b>	C126 installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	TPE331-10T-513K
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	717 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</b>	2WMA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KRTS, 5050 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	15:15 Local	<b>Direction from Accident Site:</b>	
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.13 inches Hg	<b>Temperature/Dew Point:</b>	8°C / -6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Reno, NV	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Reno, NV	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Reno/Stead RTS	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5050 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	08	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7608 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	39.67,-119.88

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Blocher, Kristyn
<b>Additional Participating Persons:</b>	Paul Adams; Federal Aviation Administration; Reno, NV
<b>Original Publish Date:</b>	December 21, 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=193324">https://data.nts.gov/Docket?ProjectID=193324</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](#).