



Aviation Investigation Final Report

Location:	Reno, Nevada	Accident Number:	WPR24LA025
Date & Time:	October 26, 2023, 15:02 Local	Registration:	N840KB
Aircraft:	GULFSTREAM AEROSPACE Commander 690C	Aircraft Damage:	Substantial
Defining Event:	Abrupt maneuver	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-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):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	September 26, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 14, 2022
Flight Time:	3905.6 hours (Total, all aircraft), 3512 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft)		

Check pilot Information

Certificate:	Airline transport	Age:	62, Male
Airplane Rating(s):	Single-engine land; Multi-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:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	February 15, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 25, 2023
Flight Time:	(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

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

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KRTS,5050 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	8°C / -6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno, NV	Type of Flight Plan Filed:	None
Destination:	Reno, NV	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Paul Adams; Federal Aviation Administration; Reno, NV
Original Publish Date:	December 21, 2023
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=193324

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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](#).