



Aviation Investigation Final Report

Location:	VISALIA, California	Accident Number:	LAX91LA277
Date & Time:	June 11, 1991, 03:45 Local	Registration:	N348AE
Aircraft:	FAIRCHILD SA227-AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE CERTIFICATED AIRPLANE TRANSPORT PILOT, THE PILOT-IN-COMMAND AND INSTRUCTOR PILOT, WAS CONDUCTING COMPANY TRAINING WITH TWO CAPTAIN CANDIDATES. THE SECOND-IN-COMMAND, A DUAL STUDENT, WAS FLYING FROM THE LEFT SEAT. THE INSTRUCTOR REQUESTED A NO FLAP, SINGLE ENGINE CIRCLING APPROACH, WHICH REQUIRES THAT THE LANDING GEAR NOT BE EXTENDED UNTIL A SAFE LANDING IS ASSURED. THE LANDING GEAR WARNING HORN DID NOT SOUND DUE TO THE POSITION OF THE FLAPS AND ENGINE POWER LEVERS. THE STUDENT MADE A CHECKLIST CALL OUT AT A TIME IN THE LANDING SEQUENCE THAT OCCURS AFTER THE LANDING GEAR IS LOWERED. NEITHER PILOT RECALLED CALLING FOR THE LANDING GEAR DOWN. THE INSTRUCTOR RECALLED NOTING THAT THE STUDENT DID NOT CALL FOR GEAR DOWN. HE STATED THAT HE WAS GIVING THE STUDENT AN OPPORTUNITY TO LOWER THE GEAR WITHOUT BEING PROMPTED TO DO SO. THE AIRPLANE CONTACTED THE RUNWAY WITH THE LANDING GEAR UP, CAUSING SUBSTANTIAL DAMAGE. THE THREE PILOTS WERE NOT INJURED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE INSTRUCTOR/PILOT-IN-COMMAND'S FAILURE TO ADEQUATELY SUPERVISE THE FLIGHT AND THE SECOND PILOT'S IMPROPER USE OF THE CHECKLIST AND FAILURE TO MAINTAIN CREW COORDINATION TO ENSURE THAT THE LANDING GEAR WAS EXTENDED. CONTRIBUTING TO THE ACCIDENT WAS THE SILENCING OF THE LANDING GEAR WARNING HORN BY POSITIONING GO THE ENGINE POWER LEVERS.

Findings

Occurrence #1: GEAR NOT EXTENDED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WARNING SYSTEM(OTHER) - DISABLED
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
3. (C) CHECKLIST - IMPROPER USE OF - COPILOT/SECOND PILOT
4. (C) CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	39, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 14, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4785 hours (Total, all aircraft), 879 hours (Total, this make and model), 3767 hours (Pilot In Command, all aircraft), 124 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N348AE
Model/Series:	SA227-AC SA227-AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	613
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	June 2, 1991 100 hour	Certified Max Gross Wt.:	14500 lbs
Time Since Last Inspection:	372 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	11148 Hrs	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-11
Registered Owner:	FIRST SECURITY BANK UTAH	Rated Power:	1000 Horsepower
Operator:	WINGS WEST AIRLINES INC	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:		Operator Designator Code:	WWMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	5 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	02:15 Local	Type of Airspace:	

Airport Information

Airport:	VISALIA VIS	Runway Surface Type:	Asphalt
Airport Elevation:	292 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	6556 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	36.290767,-119.379364(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	GREG MINARIK; FRESNO , CA
Original Publish Date:	January 22, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=27263

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](#).