



Aviation Investigation Final Report

Location:	Montague, California	Accident Number:	GAA18CA137
Date & Time:	February 12, 2018, 15:45 Local	Registration:	N118MF
Aircraft:	Beech C90	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot in a retractable landing gear airplane, accompanied by a company check pilot, reported that they were conducting a training flight in preparation for a Title 14 *CFR* Part 135 check ride.

During a no-flap landing exercise, as the airplane crossed the runway threshold, the pilot set the airplane power to idle, and an aural warning sounded, which indicated that the landing gear was retracted. The airplane landed with the landing gear retracted.

The airplane sustained substantial damage to the lower fuselage.

The pilots 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 failure of pilot to extend the landing gear during landing.

Findings

Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Use of equip/system - Pilot
Aircraft	Main landing gear - Not used/operated

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
Landing	Abnormal runway contact

Check pilot Information

Certificate:	Airline transport	Age:	72, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	February 14, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 20, 2017
Flight Time:	(Estimated) 11200 hours (Total, all aircraft), 7000 hours (Total, this make and model), 7250 hours (Pilot In Command, all aircraft)		

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	49, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	July 5, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	August 7, 2017
Flight Time:	(Estimated) 5200 hours (Total, all aircraft), 1110 hours (Total, this make and model), 3700 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N118MF
Model/Series:	C90 A	Aircraft Category:	Airplane
Year of Manufacture:	1994	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LJ-1383
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 8, 2018 AAIP	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	8343 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-21
Registered Owner:	MERCY FLIGHTS INC	Rated Power:	550 Horsepower
Operator:	MERCY FLIGHTS INC	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	GCSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMFR,1329 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:		Direction from Accident Site:	334°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.28 inches Hg	Temperature/Dew Point:	12°C / 11°C
Precipitation and Obscuration:			
Departure Point:	MEDFORD, OR (MFR)	Type of Flight Plan Filed:	Company VFR
Destination:	MEDFORD, OR (MFR)	Type of Clearance:	None
Departure Time:	13:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	SISKIYOU COUNTY SIY	Runway Surface Type:	Asphalt
Airport Elevation:	2651 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	7490 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.781387,-122.468055(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Stanley M Phillips; FAA; Sacramento, CA
Original Publish Date:	August 27, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96781

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