Aviation Investigation Final Report

Location:	Frankfort, Kentucky	**Accident Number:**	ERA19TA105
Date & Time:	February 21, 2019, 10:26 Local	**Registration:**	N7KY
Aircraft:	Beech 76	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control in flight	**Injuries:**	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot in the left seat was receiving instruction to obtain a commercial multiengine rating and was performing a practice left engine-out approach. He indicated that he determined that he had the runway "made" and reduced throttle on the right engine. He stated that the airplane "settled" too much, and he added throttle without compensating with the appropriate aileron and rudder inputs. The approach became unstable, and he called for a go-around and added full right throttle while the airplane was below minimum controllable airspeed. The instructor indicated that this occurred before he could stop the pilot and that the airplane reacted quickly with a yaw and roll to the left. The airplane collided with the ground in a left-wing-low attitude, caught fire, and sustained substantial damage from the impact forces and postaccident fire. The pilot reported that there were no mechanical malfunctions or failures that would have precluded normal operation of the airplane.

Probable Cause and Findings

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

The pilot's failure to maintain airplane control during a simulated single-engine go-around, which resulted in a collision with terrain.

Findings

Aircraft	Yaw control - Not attained/maintained
Aircraft	Lateral/bank control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

On February 21, 2019, about 1026 eastern standard time, a Beech 76 airplane, N7KY, collided with terrain during an aborted landing at Capital City Airport (FFT), Frankfurt, Kentucky. The commercial pilot was not injured and a flight instructor incurred minor injuries. The airplane was substantially damaged. The airplane was operated by Nexgen Aviation LLC as a Title 14 Code of Federal Regulations Part 91 instructional flight. Day, visual meteorological conditions prevailed near the accident site, and no flight plan was filed. The flight originated at Blue Grass Airport (LEX), Lexington, Kentucky about 0910, and was destined for FFT.

The rated pilot in the left seat was receiving instruction to obtain a commercial multiengine rating. According to the flight instructor in the right seat, a practice localizer approach to runway 25 at FFT was requested and they received vectors for the approach. The instructor briefed for the pilot to perform a simulated left engine out approach to a full stop. The emergency single engine procedure was briefed, the landing gear were lowered and the flaps were confirmed up. The left engine was set to zero thrust. While over runway 25, at a point between the runway numbers and the 1,000 ft mark on the runway, about 20 feet above the landing surface, the pilot under instruction added power to the right engine while below minimum controllable airspeed. This occurred before the flight instructor could stop him. The airplane reacted quickly with a yaw and roll to the left. The airplane contacted the ground between the runway and parallel taxiway, continued across the taxiway, and down an embankment. The airplane came to rest about 150 ft from the taxiway and caught fire. Both pilots egressed the airplane and were met by first responders.

The pilot receiving instruction reported that he maneuvered the airplane to an extended final approach to runway 25. Once established on final, he noticed that the altitude was lower than the previous approach. Once he determined that he had the runway "made," he began to reduce power on the right engine. The aircraft "settled low," so he added right throttle to re-establish the glide path. In doing so, he did not add the required control inputs of aileron and rudder. The approach became unstable, and he announced, "go around" and moved the right throttle full forward. The airplane immediately entered an uncontrollable left yaw and roll and struck the ground in a left-wing low attitude. He later reported that there were no mechanical malfunctions or failures that would have precluded normal operation of the airplane.

Inspectors with the Federal Aviation Administration responded to the accident site and examined the wreckage. Both wings and the fuselage were structurally damaged from impact and the postaccident fire.

Student pilot Information

Certificate:	Commercial; Private	**Age:**	27,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane; Helicopter	**Second Pilot Present:**	Yes
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	May 5, 2018
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	November 21, 2018
Flight Time:	639 hours (Total, all aircraft), 16 hours (Total, this make and model), 431 hours (Pilot In Command, all aircraft), 91 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft)		

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight instructor	**Age:**	76,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	**Toxicology Performed:**	No
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	June 15, 2018
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	October 29, 2018
Flight Time:	22189 hours (Total, all aircraft), 78 hours (Total, this make and model), 16312 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N7KY
Model/Series:	76 No Series	**Aircraft Category:**	Airplane
Year of Manufacture:	1979	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	ME-139
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	January 31, 2019 Annual	**Certified Max Gross Wt.:**	3900 lbs
Time Since Last Inspection:	17 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	8821 Hrs at time of accident	**Engine Manufacturer:**	Lycoming
ELT:	Installed	**Engine Model/Series:**	O-360-A1G6D
Registered Owner:	Nexgen Aircraft Leasing Llc	**Rated Power:**	180 Horsepower
Operator:	Nexgen Aviation LLC	**Operating Certificate(s) Held:**	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	FFT,812 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	20:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots /	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	310°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	30.19 inches Hg	**Temperature/Dew Point:**	8°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lexington, KY (LEX)	**Type of Flight Plan Filed:**	None
Destination:	Frankfort, KY (FFT)	**Type of Clearance:**	None
Departure Time:	09:10 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Capital City Airport FFT	**Runway Surface Type:**	Asphalt
Airport Elevation:	812 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	25	**IFR Approach:**	None
Runway Length/Width:	5506 ft / 100 ft	**VFR Approach/Landing:**	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	On-ground
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor, 1 None	**Latitude, Longitude:**	38.183055,-84.900001(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Silvestro Mumfrey; FAA/FSDO; Louisville, KY
Original Publish Date:	August 10, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=99005