



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-------------|
| Location: | St Charles, Missouri | Accident Number: | GAA19CA231 |
| Date & Time: | April 26, 2019, 12:35 Local | Registration: | N3733D |
| Aircraft: | Beech 76 | Aircraft Damage: | Substantial |
| Defining Event: | Landing gear not configured | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

The flight instructor reported that, during the instructional flight, the pilot receiving instruction was practicing an engine-out landing. The landing checklist was called, but due to "wind effects," the landing gear were not extended. The airplane touched down on the runway centerline with the landing gear retracted. The airplane slid left, exited the runway, and impacted a landing light. The lower fuselage longerons were substantially damaged.

Probable Cause and Findings

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

The pilot receiving instruction's failure to extend the landing gear. Contributing to the accident were the pilot receiving instruction's failure to complete the landing checklist and the flight instructor's inadequate monitoring of the pilot.

Findings

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| Aircraft | Gear extension and retract sys - Not used/operated |
| Personnel issues | Lack of action - Student/instructed pilot |
| Personnel issues | Use of checklist - Student/instructed pilot |
| Personnel issues | Monitoring other person - Instructor/check pilot |
| Environmental issues | (general) - Contributed to outcome |

Factual Information

History of Flight

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| Landing | Landing gear not configured (Defining event) |
| Landing | Runway excursion |
| Landing | Collision during takeoff/land |

Flight instructor Information

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|----------------------------------|--|--|------------------|
| Certificate: | Commercial; Flight instructor | Age: | 71,Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | Unknown |
| 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 1, 2017 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) | | |

Student pilot Information

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|----------------------------------|----------------------------------|--|-----------------|
| Certificate: | Commercial | Age: | 45,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Unknown |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 1 With waivers/limitations | Last FAA Medical Exam: | October 1, 2018 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | (Estimated) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Beech | Registration: | N3733D |
| Model/Series: | 76 No Series | Aircraft Category: | Airplane |
| Year of Manufacture: | 1980 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | ME-362 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 100 hour | Certified Max Gross Wt.: | 3900 lbs |
| Time Since Last Inspection: | | Engines: | 2 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Lycoming |
| ELT: | | Engine Model/Series: | O&VO-360 SER |
| Registered Owner: | | Rated Power: | |
| Operator: | | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KSET, 436 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 17:54 Local | Direction from Accident Site: | 115° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 17 knots / 10 knots | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | 310° | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 30.03 inches Hg | Temperature/Dew Point: | 18°C / -1°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | St Charles, MO (SET) | Type of Flight Plan Filed: | None |
| Destination: | St Charles, MO (SET) | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------------------------|----------------------------------|-----------------|
| Airport: | St Charles County Smartt SET | Runway Surface Type: | Asphalt |
| Airport Elevation: | 436 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 27 | IFR Approach: | None |
| Runway Length/Width: | 2000 ft / 75 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-----------------------|
| 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: | 38.929721,-90.43(est) |

Administrative Information

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| Investigator In Charge (IIC): | Nepomuceno, Eleazar |
| Additional Participating Persons: | Dennis Mueller; FAA; St. Louis, MO |
| Original Publish Date: | August 27, 2020 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=99342 |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).