



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	PETERSBURG, West Virginia	Accident Number:	ERA23LA237
Date & Time:	May 18, 2023, 11:59 Local	Registration:	N80Y
Aircraft:	Beech 65-A90-1	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot and the flight instructor were performing flight training in the turbo-propeller-powered, multi-engine airplane. After completing two uneventful takeoffs and landings, the instructor and the pilot briefed that they would next perform a no-flap landing. While on the downwind leg of the traffic pattern, the pilot called for the before landing checklist. The instructor began reading the checklist, the pilot pushed the propeller controls fully forward, and the flight instructor mentioned that the pilot needed to hold the airplane's attitude in order to slow the airplane to the desired airspeed. The flight instructor further described, "I was coaching the [pilot] on centerline and speed and neither of us realized that we had not completed the landing checklist." During the landing flare, the flight instructor heard a metallic scraping sound, and began to abort the landing, about which time the pilot noted that the landing gear was not extended. After two attempts to increase engine power and climb, the flight instructor realized that the airplane was not controllable and decided to land on the grass next to the runway with the landing gear retracted.

The airplane's right wing was substantially damaged during the landing. The operator reported that there were no preimpact mechanical malfunctions or failures of the airplane that would have precluded normal operation, nor did either of the flight crew report any, with the exception that neither crewmember recalled hearing the landing gear position warning system horn activate at any point. Maintenance personnel tested the system following the accident and noted no anomalies.

Probable Cause and Findings

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

The flight crew's failure to ensure that the landing gear were properly configured before landing.

Findings

Personnel issues	Use of checklist - Pilot
Personnel issues	Use of checklist - Instructor/check pilot
Aircraft	Gear extension and retract sys - Not used/operated

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear not configured (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	47,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-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 With waivers/limitations	Last FAA Medical Exam:	November 17, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 31, 2023
Flight Time:	8425 hours (Total, all aircraft), 328 hours (Total, this make and model), 6640 hours (Pilot In Command, all aircraft), 168 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial	Age:	25,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 3, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 16, 2022
Flight Time:	1104 hours (Total, all aircraft), 720 hours (Total, this make and model), 750 hours (Pilot In Command, all aircraft), 206 hours (Last 90 days, all aircraft), 86 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N80Y
Model/Series:	65-A90-1	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	LM-79
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	January 27, 2023 AAIP	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	21534.2 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-28
Registered Owner:	DYNAMIC AVLEASE INC	Rated Power:	680 Horsepower
Operator:	DYNAMIC AVIATION GROUP, INC.	Operating Certificate(s) Held:	On-demand air taxi (135), Agricultural aircraft (137)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCBE, 775 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	12:05 Local	Direction from Accident Site:	26°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.27 inches Hg	Temperature/Dew Point:	16°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PETERSBURG, WV	Type of Flight Plan Filed:	Company VFR
Destination:	PETERSBURG, WV	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Grant County Airport W99	Runway Surface Type:	Asphalt
Airport Elevation:	963 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 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:	38.995833,-79.148611

Administrative Information

Investigator In Charge (IIC):	Diaz, Dennis
Additional Participating Persons:	Andrew Knowlton; FAA/FSDO; Baltimore, MD
Original Publish Date:	August 10, 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=180446

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](#).