



National Transportation Safety Board Aviation Accident Final Report

Location:	COVINGTON, KY	Accident Number:	BF091LA011
Date & Time:	11/08/1990, 2223 EST	Registration:	N445AC
Aircraft:	FAIRCHILD SA227-AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE PILOT, A COMPANY CHECK AIRMAN, AND AN FAA INSPECTOR WERE ON BOARD THE AIRCRAFT FOR A CHECKRIDE WHICH WAS INTENDED TO REASSESS THE PILOT'S COMPETENCY. A MAINTENANCE TEST (AILERON RIGGING) WAS TO BE PERFORMED IN CONJUNCTION WITH THE CHECK RIDE. THE FIRST MANEUVER TO BE PERFORMED WAS A NO-FLAP LANDING. ALL THREE PILOTS STATED THAT THE PILOT HAD DIFFICULTY MANAGING THE AIRCRAFT WHILE IN THE TRAFFIC PATTERN; AIRSPEEDS WERE TOO SLOW, AND THE PILOT WAS CONSTANTLY MANIPULATING POWER. THE PILOT NEVER CALLED FOR THE BEFORE LANDING CHECKLIST, AND THE AIRCRAFT TOUCHED DOWN ON THE RUNWAY WITH THE LANDING GEAR UP. THE CHECK PILOT STATED THAT THE LANDING GEAR WARNING HORN CAME ON BRIEFLY, BUT THE PILOT ADDED POWER AND SILENCED THE HORN. THE FAA INSPECTOR WAS SEATED IN A PASSENGER SEAT FOR TAKEOFF AND LANDING, AND WAS NOT AWARE THAT THE LANDING GEAR WAS NOT EXTENDED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO EXTEND THE LANDING GEAR PRIOR TO TOUCHDOWN. CHECKRIDE-INDUCED PRESSURE WAS A CONTRIBUTING FACTOR, AND INADEQUATE SUPERVISION BY THE CHECK PILOT WAS A FACTOR.

Findings

Occurrence #1: GEAR NOT EXTENDED

Phase of Operation: LANDING

Findings

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (F) PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
3. (F) SUPERVISION - INADEQUATE - CHECK PILOT
4. (F) INATTENTIVE - CHECK PILOT
5. CHECKLIST - NOT PERFORMED - PILOT IN COMMAND
6. (F) INATTENTIVE - PILOT IN COMMAND
7. (C) GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/31/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3918 hours (Total, all aircraft), 1019 hours (Total, this make and model), 3743 hours (Pilot In Command, all aircraft), 156 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	FAIRCHILD	Registration:	N445AC
Model/Series:	SA227-AC SA227-AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	445
Landing Gear Type:	Retractable - Tricycle	Seats:	21
Date/Type of Last Inspection:	11/08/1990, Continuous Airworthiness	Certified Max Gross Wt.:	14500 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	15616 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE-331
Registered Owner:	WILMINGTON TRUST CO. TRUSTEE	Rated Power:	1000 hp
Operator:	COMAIR, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	COMA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	CVG, 891 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2220 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4° C / -3° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	2218 EST	Type of Airspace:	Class E

Airport Information

Airport:	GREATER CINNCINNATI INT'L (CVG)	Runway Surface Type:	Concrete
Airport Elevation:	891 ft	Runway Surface Condition:	Dry
Runway Used:	9R	IFR Approach:	None
Runway Length/Width:	7800 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	DENNIS L JONES	Report Date:	09/28/1992
Additional Participating Persons:	STEVE SMITH; LOUISVILLE, KY		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).