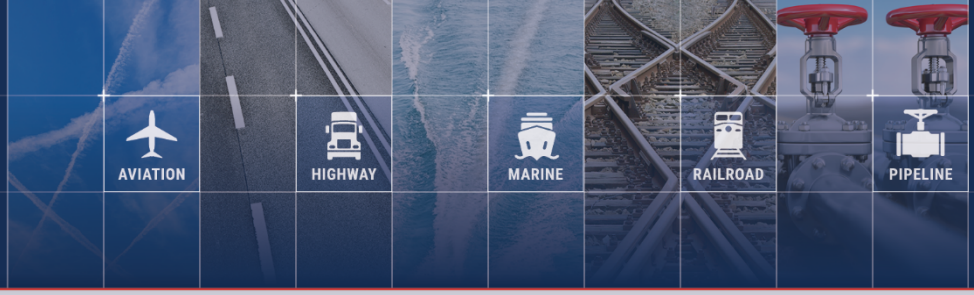

Aviation Investigation Final Report

Location:	Snohomish, Washington	**Accident Number:**	WPR26LA112
Date & Time:	February 28, 2026, 16:57 Local	**Registration:**	N1850N
Aircraft:	Beech 76	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control in flight	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

At the conclusion of an uneventful multi-engine training flight, the pilot receiving instruction and flight instructor returned to the departure airport. They entered the traffic pattern with the intention of practicing a simulated single-engine inoperative approach to landing with the right engine simulated as inoperative. The pilot reported that after he extended the wing flaps on short final, he thought the airplane's rate of descent was excessive. He applied corrective throttle inputs to the left engine, but at about 5 ft above the runway, decided to initiate a go-around by applying full power to the left engine only. The airplane turned aggressively to the right, and the flight instructor attempted to regain control of the airplane. However, the airplane continued to the right of the runway and impacted the adjacent grass covered surface before colliding with a hangar. The airplane sustained substantial damage to both wings.

The flight instructor stated that although the airplane was slightly slow, he had determined that the landing was assured, so he was not expecting the pilot to perform a go-around. He briefed before landing that the pilot could use both engines during the landing rollout but did not explain that the pilot could use both engines for a go-around.

The pilot and flight instructor 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 flight instructor's inadequate supervision of a dual student who attempted a go-around

using one engine which resulted in a loss of control and impact with the ground.

Findings

Aircraft	(general) - Not attained/maintained
Personnel issues	Use of equip/system - Student/instructed pilot
Personnel issues	Identification/recognition - Instructor/check pilot
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Landing	Simulated/training event
Landing-flare/touchdown	Loss of control in flight (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

Flight instructor Information

Certificate:	Airline transport; Flight instructor; Remote	**Age:**	80,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	Glider	**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:**	
Medical Certification:	BasicMed	**Last FAA Medical Exam:**	February 21, 2025
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	February 29, 2024
Flight Time:	(Estimated) 14844 hours (Total, all aircraft), 113 hours (Total, this make and model), 14520 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial	**Age:**	31,Male
Airplane Rating(s):	Single-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):	None	**Toxicology Performed:**	
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	April 8, 2022
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	September 8, 2024
Flight Time:	(Estimated) 340.8 hours (Total, all aircraft), 22.4 hours (Total, this make and model), 246.7 hours (Pilot In Command, all aircraft), 3.9 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	**Registration:**	N1850N
Model/Series:	76	**Aircraft Category:**	Airplane
Year of Manufacture:	1981	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	ME-429
Landing Gear Type:	Retractable - Tricycle	**Seats:**	4
Date/Type of Last Inspection:	October 9, 2025 100 hour	**Certified Max Gross Wt.:**	3900 lbs
Time Since Last Inspection:	160 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	4418.5 Hrs as of last inspection	**Engine Manufacturer:**	Lycoming
ELT:	C126 installed, activated	**Engine Model/Series:**	O-360-A1G6D
Registered Owner:	SNOHOMISH FLYING SERVICE INC	**Rated Power:**	180 Horsepower
Operator:	SNOHOMISH FLYING SERVICE INC	**Operating Certificate(s) Held:**	On-demand air taxi (135), Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KPAE,548 ft msl	**Distance from Accident Site:**	7 Nautical Miles
Observation Time:	17:00 Local	**Direction from Accident Site:**	279°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots / None	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	340°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	30.07 inches Hg	**Temperature/Dew Point:**	8°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Snohomish, WA (S43)	**Type of Flight Plan Filed:**	None
Destination:	Snohomish, WA (S43)	**Type of Clearance:**	None
Departure Time:	15:49 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Harvey Field S43	**Runway Surface Type:**	Asphalt
Airport Elevation:	22 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	33R	**IFR Approach:**	None
Runway Length/Width:	2672 ft / 36 ft	**VFR Approach/Landing:**	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	47.904868,-122.10274(est)

Administrative Information

Investigator In Charge (IIC):	Mills, Grant
Additional Participating Persons:	John A Williams; Federal Aviation Administration; Des Moines, WA
Original Publish Date:	May 14, 2026
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=202580