



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

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.nts.gov/Docket?ProjectID=202580

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](#).