



## National Transportation Safety Board Aviation Accident Factual Report

---

<b>Location:</b>	GRAND HAVEN, MI	<b>Accident Number:</b>	CHI96LA126
<b>Date &amp; Time:</b>	04/01/1996, 1030 EST	<b>Registration:</b>	N454Q
<b>Aircraft:</b>	Piper PA-18A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

---

On April 1, 1996, at 1030 eastern standard time (est), a Piper, PA-18A, N454Q, operated by a commercial pilot, sustained substantial damage when during landing, the airplane impacted the terrain. Visual meteorological conditions prevailed at the time of the accident. The instructional flight was conducted under 14 CFR Part 91. No flight plan was on file. The instructor pilot and dual student reported no injuries. The flight originated at Grand Haven, Michigan, at 1025 est.

The pilot stated that after touchdown from a left wing low landing, the student pilot, flying the airplane from the front seat, relaxed the controls, so as to dissipate enough speed to allow the tailwheel to touch down on the runway. The dual student said the airplane weathervaned and veered left. The instructor pilot, in the rear seat, took control of the airplane, added full power, and pulled back on the stick in an attempt to avoid a runway light. The airplane cleared the light at a slow airspeed. The airplane's right wing immediately dipped and struck the terrain. The airplane looped around and came to a stop near the runway.

The Federal Aviation Administration (FAA) inspector who examined the wreckage found the airplane resting upright. The right wing frame was bent and the fabric was torn at the tip. The rear right wing spar was bent aft. The left wing tip showed scraping damage to the fabric and frame. The left main gear was bent outward and the left wheel was bent. The fuselage frame exhibited minor bending and fabric wrinkling throughout. The frame tubing over the cockpit had bent inward and the plexiglass overhead window was cracked. Flight control continuity was confirmed. No anomalies were found in the engine, engine controls or other airplane systems.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	39, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/30/1996
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	800 hours (Total, all aircraft), 150 hours (Total, this make and model), 800 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N454Q
<b>Model/Series:</b>	PA-18A PA-18A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18-4902
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	01/25/1996, Annual	<b>Certified Max Gross Wt.:</b>	1752 lbs
<b>Time Since Last Inspection:</b>	10 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4353 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	GREG M. HAGEN	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	JOHN R. YARRANTON	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	(3GM)	Type of Flight Plan Filed:	None
Destination:	MUSKEGON, MI (MKG)	Type of Clearance:	None
Departure Time:	1025 EST	Type of Airspace:	Class E

## Airport Information

Airport:	GRAND HAVEN (3GM)	Runway Surface Type:	Asphalt
Airport Elevation:	605 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Touch and Go; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	DAVID C BOWLING
Additional Participating Persons:	WOODY BEST; GRAND RAPIDS, MI
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .