



# National Transportation Safety Board Aviation Accident Final Report

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<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

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## Analysis

After touchdown from a left wing low landing, the student pilot, who was flying the airplane from the front seat, allowed the airplane to veer left. The instructor pilot, who was in the back 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; however, its right wing immediately dipped and struck the terrain. The airplane then spun around and came to a stop. Examination of the airplane revealed no anomalies which could have contributed to the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: failure of the dual student to maintain directional control of the airplane during the landing, and inadequate supervision by the flight instructor.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. GROUND LOOP/SWERVE - INADVERTENT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. OBJECT - RUNWAY LIGHT
5. MANEUVER TO AVOID OBSTRUCTIONS - ATTEMPTED - PILOT IN COMMAND(CFI)

## Factual Information

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

Aircraft Make:	Piper	Registration:	N454Q
Model/Series:	PA-18A PA-18A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-4902
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/25/1996, Annual	Certified Max Gross Wt.:	1752 lbs
Time Since Last Inspection:	10 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4353 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	GREG M. HAGEN	Rated Power:	150 hp
Operator:	JOHN R. YARRANTON	Operating Certificate(s) Held:	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

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	DAVID C BOWLING	<b>Report Date:</b>	07/03/1996
<b>Additional Participating Persons:</b>	WOODY BEST; GRAND RAPIDS, MI		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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> .		

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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](#).