



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Shafter, CA	<b>Accident Number:</b>	LAX08CA162
<b>Date &amp; Time:</b>	06/01/2008, 1100 PDT	<b>Registration:</b>	N28290
<b>Aircraft:</b>	Piper PA-28-140	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

The airplane landed hard on the runway. The nose gear collapsed, and the propeller struck the runway. The airplane swerved off the runway before stopping 50 feet later. The pilot stated that the airplane and engine had no mechanical failures or malfunctions during the flight.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged landing flare that resulted in a hard landing.

## Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. TERRAIN CONDITION - RUNWAY
  2. (C) FLARE - MISJUDGED - PILOT IN COMMAND
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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

## Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	60 hours (Total, all aircraft), 42 hours (Total, this make and model), 9 hours (Pilot In Command, all aircraft), 54 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Piper	<b>Registration:</b>	N28290
<b>Model/Series:</b>	PA-28-140	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Tog Sidhu	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-320
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	BFL, 507 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	6 knots, 310°
<b>Temperature:</b>		<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Shafter, CA (KMIT)	<b>Destination:</b>	(KMIT)

## Airport Information

<b>Airport:</b>	Shafter-Minter Field Airport (KMIT)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	30	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4501 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Van McKenny	<b>Adopted Date:</b>	07/30/2008
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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.