



National Transportation Safety Board Aviation Accident Final Report

Location:	Okmulgee, OK	Accident Number:	CEN10CA311
Date & Time:	06/01/2010, 0955 CDT	Registration:	N9290P
Aircraft:	PIPER PA-44-180	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

Following a practice instrument approach, the student pilot and flight instructor intended to perform a touch-and-go maneuver. During the landing roll the instructor informed the student to retract the airplane's flaps; however, the student inadvertently moved the landing gear retraction/extension handle to the "up" position. Although the instructor moved the landing gear handle back to the "down" position, the airplane's nose landing gear collapsed. The airplane continued down the runway about 240 feet before exiting the right side of the runway into the grass. The airplane came to rest in a nose-down position and all three occupants were able to exit unassisted. An examination of the airplane by maintenance personnel after the accident revealed that the right wing sustained structural damage. There were no reported anomalies with the airplane's landing gear prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's inadvertent retraction of the nose landing gear and the flight instructor's delayed response.

Findings

Personnel issues	Incorrect action selection - Student pilot (Cause) Delayed action - Instructor/check pilot (Cause)
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Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
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Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	29, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	05/28/2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	05/25/2010
Flight Time:	1335 hours (Total, all aircraft), 86 hours (Total, this make and model), 1108 hours (Pilot In Command, all aircraft), 91 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N9290P
Model/Series:	PA-44-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4496019
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/05/2010, 100 Hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	7383 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A1HD
Registered Owner:	SPARTAN AVIATION INDUSTRIES INC	Rated Power:	180 hp
Operator:	SPARTAN AVIATION INDUSTRIES INC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	29° C / 23° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	8 knots, 200°	Visibility (RVR):	
Altimeter Setting:	29.91 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tulsa, OK (RVS)	Type of Flight Plan Filed:	None
Destination:	Okmulgee, OK (OKM)	Type of Clearance:	None
Departure Time:	0930 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Okmulgee Regional (OKM)	Runway Surface Type:	Concrete
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5150 ft / 100 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None		

Administrative Information

Investigator In Charge (IIC):	Timothy LeBaron	Adopted Date:	10/21/2010
Additional Participating Persons:	Jerry Heuertz; FAA; Oklahoma City, OK		
Publish Date:	10/21/2010		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76273		

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