



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Okmulgee, OK	<b>Accident Number:</b>	CEN10CA311
<b>Date &amp; Time:</b>	06/01/2010, 0955 CDT	<b>Registration:</b>	N9290P
<b>Aircraft:</b>	PIPER PA-44-180	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	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.

## Flight Events

Landing-landing roll - Landing gear collapse

## Probable Cause

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-Action/decision-Action-Incorrect action selection-Student pilot - C  
Personnel issues-Action/decision-Action-Delayed action-Instructor/check pilot - C

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	29
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	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	Engines:	2 Reciprocating
Operator:	SPARTAN AVIATION INDUSTRIES INC	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-360-A1HD
Flight Conducted Under:	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 200°
Temperature:	29° C / 23° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tulsa, OK (RVS)	Destination:	Okmulgee, OK (OKM)

## Airport Information

Airport:	Okmulgee Regional (OKM)	Runway Surface Type:	Concrete
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	5150 ft / 100 ft		

## 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

## Administrative Information

Investigator In Charge (IIC):	Timothy LeBaron	Adopted Date:	10/21/2010
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76273">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76273</a>		

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