



National Transportation Safety Board Aviation Accident Final Report

Location:	Bogalusa, LA	Accident Number:	CEN11CA211
Date & Time:	02/05/2011, 1810 CST	Registration:	N80311
Aircraft:	PIPER PA-34-220T	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he encountered a gust of wind while attempting to land his twin-engine airplane and subsequently landed hard on the right main landing gear. Examination of the airplane revealed the inboard section of the right wing sustained substantial damage, the landing gear was damaged, and all three blades on the right propeller were curled aft. The pilot reported that there were no preaccident mechanical malfunctions with the airplane or engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate flare after encountering a gust of wind on landing.

Findings

Aircraft	Landing flare - Not attained/maintained (Cause)
Personnel issues	Lack of action - Pilot (Cause)
Environmental issues	Gusts - Response/compensation (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3	Last Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1021 hours (Total, all aircraft), 451 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N80311
Model/Series:	PA-34-220T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34-8233056
Landing Gear Type:		Seats:	7
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Not installed	Engine Model/Series:	TS10-470-B
Registered Owner:	SEPIGHTS CHARLES R	Rated Power:	260 hp
Operator:	SEPIGHTS CHARLES R	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:		Temperature/Dew Point:	
Lowest Ceiling:		Visibility	
Wind Speed/Gusts, Direction:		Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Austin, TX (AUS)	Type of Flight Plan Filed:	Unknown
Destination:	Bogalusa, LA (BXA)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Bogalusa (BXA)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	06/08/2011
Additional Participating Persons:			
Publish Date:	06/08/2011		
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=78473		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.