



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	North Las Vegas, NV	<b>Accident Number:</b>	WPR13LA082
<b>Date &amp; Time:</b>	01/02/2013, 1515 PST	<b>Registration:</b>	N3AG
<b>Aircraft:</b>	PIPER PA-60-602P	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The pilot receiving instruction conducted three full-stop landings without incident. After the fourth takeoff, the flight instructor simulated a prearranged left engine failure about 600 ft above ground level (agl). The pilot followed emergency procedures, used the checklist, and prepared to land. The pilot reported that, when the airplane was about 50 to 100 ft agl on final approach, he thought that it was a little too high, so he chose to initiate a go-around. He moved the throttle levers full forward, but neither engine responded. The flight instructor pushed the airplane's nose down, and the pilot continued the approach. On touchdown, the right main and nose landing gear collapsed. A postimpact fire ensued, which consumed most of the airplane.

Postaccident examination of the landing gear revealed that it collapsed due to bending overload consistent with a hard landing. The reason for the failure of both engines to respond to power inputs could not be determined because of the postcrash fire damage.

## Flight Events

Approach-VFR pattern final - Simulated/training event  
Approach-VFR go-around - Attempted remediation/recovery  
Landing-flare/touchdown - Hard landing  
Landing-flare/touchdown - Landing gear collapse

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain an adequate descent rate while on final approach, which resulted in a hard landing and landing gear collapse due to overload following the failure of both engines to respond to power inputs during an attempted go-around for reasons that could not be determined due to postcrash fire damage.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained - C  
Aircraft-Aircraft systems-Landing gear system-Nose/tail landing gear-Capability exceeded  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72
<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>	None
<b>Flight Time:</b>	3900 hours (Total, all aircraft), 1700 hours (Total, this make and model), 3900 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	64
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane; Helicopter
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Helicopter; Instrument Airplane; Instrument Helicopter
<b>Flight Time:</b>	11535 hours (Total, all aircraft), 60 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	PIPER	<b>Registration:</b>	N3AG
<b>Model/Series:</b>	PA-60-602P	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Managed Aviation Inc	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-540-AA1A5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KVGT	<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>	Calm
<b>Temperature:</b>	10°C / -12°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	North Las Vegas, NV (VGT)	<b>Destination:</b>	North Las Vegas, NV (VGT)

## Airport Information

<b>Airport:</b>	North Las Vegas (VGT)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	12L	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	4202 ft / 75 ft		

## 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>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

Investigator In Charge (IIC):	Howard D Plagens	Adopted Date:	11/05/2015
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85939">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=85939</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.