



National Transportation Safety Board Aviation Accident Final Report

Location:	Seward, AK	Accident Number:	GAA16CA264
Date & Time:	05/21/2016, 1915 AKD	Registration:	N1258C
Aircraft:	PIPER PA18	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The flight instructor reported that during an instructional flight, while on short final, the headwind dissipated and the airplane started to slow and sink. He instructed the pilot receiving instruction in the front seat to add power, but she did not complete the action immediately. After realizing the action was not complete the flight instructor added full power, but the airplane continued to descend at an accelerated rate and touched down hard upon landing. Subsequently, the main landing gear collapsed and the fuselage was substantially damaged.

The flight instructor did not report any mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot receiving instruction's failure to maintain proper airspeed and descent rate, and the flight instructor's delayed remedial action during the landing flare, which resulted in a hard landing and landing gear collapse.

Findings

Aircraft	Airspeed - Not attained/maintained (Cause) Descent rate - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Student pilot (Cause) Delayed action - Instructor/check pilot (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event) Landing gear collapse
Landing-landing roll	Collision with terr/obj (non-CFIT)

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	03/28/2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	05/07/2015
Flight Time:	(Estimated) 4081 hours (Total, all aircraft), 670 hours (Total, this make and model), 3960 hours (Pilot In Command, all aircraft), 92 hours (Last 90 days, all aircraft), 46 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Private	Age:	63, Female
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	10/09/1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1258C
Model/Series:	PA18 135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18-2497
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/01/2016, Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5962 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	On file	Rated Power:	150 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAWD, 22 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0253 UTC	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	12° C / 7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SEWARD, AK (SWD)	Type of Flight Plan Filed:	None
Destination:	SEWARD, AK (SWD)	Type of Clearance:	None
Departure Time:	1845 AKD	Type of Airspace:	Class G

Airport Information

Airport:	SEWARD (SWD)	Runway Surface Type:	Asphalt; Grass/turf
Airport Elevation:	22 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	2289 ft / 75 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	60.126667, -149.420000 (est)

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Report Date:	08/03/2016
Additional Participating Persons:	Shawn Toth; FAA; Anchorage, AK		
Publish Date:	08/03/2016		
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=93270		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).