



National Transportation Safety Board Aviation Accident Data Summary

Location:	Seward, AK	Accident Number:	GAA16CA264
Date & Time:	05/21/2016, 1915 AKD	Registration:	N1258C
Aircraft:	PIPER PA18	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.

Flight Events

Landing-flare/touchdown - Hard landing

Landing-flare/touchdown - Landing gear collapse

Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent rate-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Student/instructed pilot - C

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

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	67
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
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
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1258C
Model/Series:	PA18 135	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-A2B
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAWD, 22 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 8000 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 40°
Temperature:	12° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SEWARD, AK (SWD)	Destination:	SEWARD, AK (SWD)

Airport Information

Airport:	SEWARD (SWD)	Runway Surface Type:	Asphalt; Grass/turf
Runway Used:	34	Runway Surface Condition:	Dry
Runway Length/Width:	2289 ft / 75 ft		

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
Latitude, Longitude:	60.126667, -149.420000 (est)		

Administrative Information

Investigator In Charge (IIC):	Adam M Gerhardt	Adopted 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		

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.