



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Easton, MD	<b>Accident Number:</b>	GAA18CA226
<b>Date &amp; Time:</b>	04/13/2018, 1500 EDT	<b>Registration:</b>	N67WM
<b>Aircraft:</b>	TEXTRON AVIATION INC G58	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that, during approach, he was distracted by the right front seatback falling forward and interfering with his view of the airplane's control panel. He added that he tried numerous times to push the seatback upright, but it would not stay in the upright position. During final approach, he reached over to try to latch the seat belt to secure the seatback in an upright position. The airplane landed hard and porpoised.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system located on the accident airport reported that, about the time of the accident, the wind was from 200° at 13 knots, gusting to 17 knots. The pilot landed on runway 22.

## Flight Events

Approach - Cabin safety event  
Landing - Abnormal runway contact  
Landing - Hard landing

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper landing flare, which resulted in a hard landing.

## Findings

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

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	71
<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>	(Estimated) 10800 hours (Total, all aircraft), 38 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	TEXTRON AVIATION INC	<b>Registration:</b>	N67WM
<b>Model/Series:</b>	G58 G58	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-550
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KESN, 72 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	13 knots / 17 knots, 200°
<b>Temperature:</b>	27° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GEORGETOWN, DE (GED)	<b>Destination:</b>	Easton, MD (ESN)

## Airport Information

<b>Airport:</b>	EASTON/NEWNAM FIELD (ESN)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	22	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5500 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	38.801944, -76.068611 (est)		

## Administrative Information

Investigator In Charge (IIC):	Eric A Swenson	Adopted Date:	08/27/2018
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=97095">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97095</a>		

---

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.