



National Transportation Safety Board Aviation Accident Final Report

Location:	Ashland, OR	Accident Number:	GAA19CA518
Date & Time:	08/27/2019, 2050 PDT	Registration:	N2228B
Aircraft:	Piper PA32RT	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, during landing, shortly after touchdown, the airplane bounced. The airplane then touched down hard, and the propellers struck the ground. The pilot was unable to maintain directional control, and the airplane exited the runway and came to rest upright on grassy terrain. The airplane sustained substantial damage to the fuselage and right wing. The pilot did not report any preaccident mechanical failures or malfunctions 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's improper landing flare, which resulted in a bounced, hard landing and propeller strike, and his subsequent loss of directional control.

Findings

Aircraft	Landing flare - Not attained/maintained (Cause) Directional control - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact Hard landing (Defining event) Loss of control on ground
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Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	06/01/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 100 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2228B
Model/Series:	PA32RT 300T	Aircraft Category:	Airplane
Year of Manufacture:	1978	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	32R-7987039
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	07/18/2019, 100 Hour	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3219.65 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	TIO-540-SIAD
Registered Owner:	On file	Rated Power:	
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:		Distance from Accident Site:	
Observation Time:	0635 UTC	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	24° C / 13° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Portland, OR (HIO)	Type of Flight Plan Filed:	VFR
Destination:	Ashland, OR (S03)	Type of Clearance:	Unknown
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Grants Pass (3S8)	Runway Surface Type:	Asphalt
Airport Elevation:	1130 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	4001 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.510000, -123.388056 (est)

Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	04/13/2020
Additional Participating Persons:	Marty Conroy; FAA; Hillsboro, OR		
Publish Date:	04/13/2020		
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=100169		

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