



Aviation Investigation Final Report

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| Location: | WESTHAMPTON BCH, New York | Accident Number: | BF092LA077 |
| Date & Time: | May 25, 1992, 14:28 Local | Registration: | N15109 |
| Aircraft: | PIPER PA-34-200 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Instructional | | |

Analysis

THE STUDENT REALIZED HE WAS TOO HIGH DURING THE APPROACH, SO HE REDUCED POWER TO IDLE AND THEN HE USED FULL FLAPS WHILE ON SHORT FINAL. AFTERWARDS, THE INSTRUCTOR NOTICED THE AIRSPEED WAS 80 TO 85 MPH AND THE DESCENT RATE WAS ABOUT 1000 FEET PER MINUTE. ACCORDING TO THE INSTRUCTOR, HE EXPECTED THE STUDENT TO ARREST THE DESCENT RATE BY ADDING POWER, BUT INSTEAD THE STUDENT BEGAN AN 'EARLY ROUNDOUT.' THE INSTRUCTOR SAID HE TOOK CONTROL OF THE AIRPLANE AND ADVANCED THE THROTTLES; HOWEVER, THE AIRPLANE ABRUPTLY VEERED TO THE RIGHT BEFORE IT LANDED HARD ABOUT 100 FEET TO THE RIGHT OF THE RUNWAY, ROUGHLY 1000 FEET PAST THE THRESHOLD.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE LANDING FLARE WHICH RESULTED IN A HARD LANDING. CONTRIBUTING WAS THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL AND INADEQUATE SUPERVISION.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. DESCENT - EXCESSIVE - DUAL STUDENT
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - DUAL STUDENT
3. (F) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
5. (C) FLARE - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

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| Certificate: | Airline transport; Flight instructor | Age: | 32, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | June 1, 1991 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 5200 hours (Total, all aircraft), 1100 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N15109 |
| Model/Series: | PA-34-200 PA-34-200 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 34-7350020 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | May 5, 1992 Annual | Certified Max Gross Wt.: | 4200 lbs |
| Time Since Last Inspection: | 7 Hrs | Engines: | 2 Reciprocating |
| Airframe Total Time: | 2204 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | LIO-360-C1EG |
| Registered Owner: | DEDALOS FLIGHT SCHOOL | Rated Power: | 200 Horsepower |
| Operator: | DEDALOS FLIGHT SCHOOL | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | FOK ,67 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 14:48 Local | Direction from Accident Site: | 1° |
| Lowest Cloud Condition: | Clear | Visibility | 15 miles |
| Lowest Ceiling: | Broken / 3000 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 60° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 14°C / 2°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | (FOK) | Type of Flight Plan Filed: | None |
| Destination: | | Type of Clearance: | None |
| Departure Time: | 14:00 Local | Type of Airspace: | Class D;Class E |

Airport Information

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|-----------------------------|-------------------------|----------------------------------|-----------------|
| Airport: | FRANCIS S. GABRESKI FOK | Runway Surface Type: | Concrete |
| Airport Elevation: | 67 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 6 | IFR Approach: | None |
| Runway Length/Width: | 9000 ft / 150 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 40.829895,-72.65081 (est) |

Administrative Information

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| Investigator In Charge (IIC): | Guzzetti, Jeffrey |
| Additional Participating Persons: | EDWARD ORTIZ; FARMINGDALE , NY |
| Original Publish Date: | June 30, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=11800 |

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).