



# Aviation Investigation Final Report

<b>Location:</b>	BROOKSVILLE, Florida	<b>Accident Number:</b>	ATL99LA091
<b>Date &amp; Time:</b>	May 15, 1999, 12:00 Local	<b>Registration:</b>	N8055Y
<b>Aircraft:</b>	Piper PA-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The flight instructor and private pilot arrived at their destination after an uneventful flight. Upon touchdown on the runway, the airplane porpoised, ballooned, and yawed to the left with the left wing low and the nose in a nose high attitude. The instructor took control of the aircraft and during the second landing attempt the right main gear collapsed. The right wing and propeller struck the runway. The airplane subsequently departed the left edge of the runway at an angle of approximately 45 degrees. No mechanical problems were reported by the pilot.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The certified flight instructor's failure to recover from a porpoise during landing and his failure to maintain directional control.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING

### Findings

1. (F) PORPOISE/PILOT-INDUCED OSCILLATION - NOT CORRECTED - PILOT IN COMMAND(CFI)
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)

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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING

Findings

3. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

On May 15, 1999, at 1200 eastern daylight time, a Piper PA-30, N8055Y, collided with the runway when the right main gear collapsed on landing at the Hernando County Airport, in Brooksville, Florida. The dual instructional flight was operated by the certified flight instructor (CFI) under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed and no flight plan was filed. The CFI and the private pilot were not injured and the airplane sustained substantial damage. The flight originated from Orlando Executive Airport, Orlando, Florida, at 1130.

According to the CFI, a normal preflight and run-up was conducted prior to the flight to Brooksville, Florida. The enroute portion of the flight was uneventful with no mechanical problems reported by the CFI. The instructor reported that the Automated Surface Observation System (ASOS) at the destination airport indicated that the winds were variable from the northeast at 10 to 12 knots. The CFI elected to use runway 09. A before landing checklist was completed, and the CFI reported that a visual check of the landing showed all three wheels down and locked. Upon touchdown, the airplane "suddenly and inexplicably porpoise on to the nose gear." The airplane then "ballooned" yawing left with the left wing low and, at a nose-high attitude. The CFI took control of the airplane and took the following corrective action: added full power, applied right rudder, applied right aileron and applied forward pressure on the yoke. Attempts by the CFI to correct the attitude of the airplane failed. The right main landing gear subsequently collapsed, and the airplane departed the left edge of runway 09 at a 45 degree angle.

Damage to the airplane consisted of the right wing spar, right tip tank, right horizontal stabilizer, right main gear, right propeller, and the right flap lower attach points.

## Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 18, 1998
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1276 hours (Total, all aircraft), 212 hours (Total, this make and model), 1209 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8055Y
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-1168
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	July 23, 1998 Annual	<b>Certified Max Gross Wt.:</b>	3780 lbs
<b>Time Since Last Inspection:</b>	19 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	8114 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	I0-360-CIC
<b>Registered Owner:</b>	JOSEPH A. LEVANDOWSKI	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BKV ,77 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ORLANDO , FL (ORL )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(BKV )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HERNANDO COUNTY BKV	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	77 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	9	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7001 ft / 50 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	28.480476,-82.509025(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wilson, Butch
<b>Additional Participating Persons:</b>	BOB BLAKE; TAMPA, FL
<b>Original Publish Date:</b>	May 12, 2000
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=46362">https://data.nts.gov/Docket?ProjectID=46362</a>

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