



Aviation Investigation Final Report

Location:	Bogalusa, Louisiana	Accident Number:	CEN11CA211
Date & Time:	February 5, 2011, 18:10 Local	Registration:	N80311
Aircraft:	Piper PA-34-220T	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he encountered a gust of wind while attempting to land his twin-engine airplane and subsequently landed hard on the right main landing gear. Examination of the airplane revealed the inboard section of the right wing sustained substantial damage, the landing gear was damaged, and all three blades on the right propeller were curled aft. The pilot reported that there were no preaccident mechanical malfunctions with the airplane or engine.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate flare after encountering a gust of wind on landing.

Findings

Personnel issues	Lack of action - Pilot
Environmental issues	Gusts - Response/compensation
Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1021 hours (Total, all aircraft), 451 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N80311
Model/Series:	PA-34-220T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8233056
Landing Gear Type:		Seats:	7
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	TSIO-470-B
Registered Owner:	SEPIGHTS CHARLES R	Rated Power:	260 Horsepower
Operator:	SEPIGHTS CHARLES R	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Austin, TX (AUS)	Type of Flight Plan Filed:	Unknown
Destination:	Bogalusa, LA (BXA)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Bogalusa BXA	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	36	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	1 Minor	Latitude, Longitude:	30.808055,-89.858886(est)

Administrative Information

Investigator In Charge (IIC): Yeager, Leah

Additional Participating Persons:

Original Publish Date: June 8, 2011

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=78473>

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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](#).