



# Aviation Investigation Final Report

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<b>Location:</b>	Yelm, Washington	<b>Accident Number:</b>	WPR12CA320
<b>Date &amp; Time:</b>	July 21, 2012, 19:00 Local	<b>Registration:</b>	N8574Y
<b>Aircraft:</b>	Piper PA-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that he was landing the twin-engine airplane on the runway, which was bordered by trees. After the airplane cleared the trees on the approach, he "pointed the airplane down." About 50 feet above the ground, the pilot began a flare for landing; however, the airplane did not respond and continued to descend at a steep rate until it impacted the runway's displaced threshold. The airplane subsequently veered off the right side of the runway. During the accident sequence, the right main gear and nose gear collapsed, which resulted in substantial damage to the right wing and empennage. The pilot later reported that he allowed the airplane to get too slow on the approach. The pilot reported no mechanical failures or malfunctions with the airframe or engine 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 failure to maintain an adequate airspeed on approach and his inadequate flare, which resulted in a hard landing.

## Findings

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<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Landing flare - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing
<b>Landing-landing roll</b>	Runway excursion
<b>Post-impact</b>	Landing gear collapse (Defining event)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 15, 2010
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2051 hours (Total, all aircraft), 775 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8574Y
<b>Model/Series:</b>	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>	30-1725
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	April 12, 2012 Annual	<b>Certified Max Gross Wt.:</b>	3275 lbs
<b>Time Since Last Inspection:</b>	26 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	4210 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320
<b>Registered Owner:</b>	CALLON DAVID G	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	CALLON DAVID G	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<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>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Toledo, WA (TDO )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Yelm, WA (06WN)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Western Airpark 06WN	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	09	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2845 ft / 30 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	46.92472,-122.55278

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hogenson, Dennis
<b>Additional Participating Persons:</b>	Bill Reichardt; FAA FSDO; Renton, WA
<b>Original Publish Date:</b>	November 5, 2012
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=84415">https://data.nts.gov/Docket?ProjectID=84415</a>

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