



# Aviation Investigation Final Report

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<b>Location:</b>	Minden, Nevada	<b>Accident Number:</b>	WPR13CA148
<b>Date &amp; Time:</b>	March 12, 2013, 12:27 Local	<b>Registration:</b>	N8533P
<b>Aircraft:</b>	Piper PA-24-400	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, during the landing, he crossed the threshold at 85 to 90 knots with 15 degrees of flaps. The pilot used the electric trim as the airplane “floated” about 3 to 4 feet above the runway. The airplane subsequently touched down hard, and it bounced three times, striking the propeller on the runway each time. The pilot was unable to maintain directional control by applying brakes and making rudder control inputs, and the airplane departed the side of the runway, collapsing the landing gear. Postaccident examinations revealed substantial damage to the airplane’s lower belly main structure from the forward bulkhead firewall to just aft of the wing. The pilot reported no preimpact 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 flare, which resulted in a bounced landing and a loss of directional control.

## Findings

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<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Aircraft</b>	Landing flare - Incorrect use/operation
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Personnel issues</b>	Incorrect action performance - Pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing (Defining event)
<b>Landing-landing roll</b>	Loss of control on ground
<b>Landing-landing roll</b>	Runway excursion

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	77, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<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>	March 21, 2011
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	April 30, 2011
<b>Flight Time:</b>	4000 hours (Total, all aircraft), 60 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8533P
<b>Model/Series:</b>	PA-24-400	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	26-114
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 15, 2012 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4540 Hrs as of last inspection	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-720
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	400 Horsepower
<b>Operator:</b>	On file	<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>	CXP,4705 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	12:35 Local	<b>Direction from Accident Site:</b>	3°
<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>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.25 inches Hg	<b>Temperature/Dew Point:</b>	17°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Manti, UT (41U)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Minden, NV (MEV)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:15 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Minden-Tahoe Airport MEV	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4717 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7400 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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 Minor	<b>Latitude, Longitude:</b>	38.998054,-119.752502

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Struhsaker, James
<b>Additional Participating Persons:</b>	Lee A Oscar; FAA FSDO; Reno, NV
<b>Original Publish Date:</b>	June 24, 2013
<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=86407">https://data.nts.gov/Docket?ProjectID=86407</a>

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