



Aviation Investigation Final Report

Location:	Waldport, Oregon	Accident Number:	WPR13LA174
Date & Time:	March 30, 2013, 11:30 Local	Registration:	N572LS
Aircraft:	Vans RV12	Aircraft Damage:	Substantial
Defining Event:	Part(s) separation from AC	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During landing on a turf runway, the nosewheel landing gear separated. An examination of the runway surface revealed impact marks consistent with a hard landing in an almost-level attitude. A postaccident examination of the wreckage revealed no evidence of preimpact anomalies that would have precluded normal operation. Downloaded nonvolatile memory indicated that the airplane's initial touchdown was flat or slightly negative, which resulted in the nose landing gear contacting the runway surface before the main landing gear. The data also indicated that the landing occurred at a high rate of speed and that the pilot did not attempt to flare the airplane during the landing.

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 hard landing.

Findings

Personnel issues	Incorrect action performance - Pilot
Aircraft	Landing flare - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact
Landing-flare/touchdown	Landing gear collapse
Landing-landing roll	Part(s) separation from AC (Defining event)

On March 30, 2013 about 1130 Pacific daylight time, a Van's Aircraft, RV-12, light sport airplane, N572LS, was substantially damaged during landing roll at the Wakonda Beach State Airport (R33), Waldport, Oregon. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. The private pilot, sole occupant of the airplane, was not injured. Visual meteorological conditions prevailed and no flight plan was filed for the cross-country flight. The flight originated from Lenhardt Airpark (7S9), Hubbard, Oregon at 1045 with an intended destination of R33.

In a written statement the pilot reported that he was conducting a landing to a full stop. During landing, as the nose wheel contacted the grass runway surface, it tucked under the airplane and separated. The airplane came to a stop on the runway leaving a long groove in the runway surface. Postaccident examination of the airplane by the pilot revealed that the propeller and the nose landing gear assembly were damaged. The lower forward fuselage area sustained substantial damage.

A Federal Aviation Administration (FAA) inspector documented and photographed the runway surface. Three impact marks were visible and found consistent with the nose and main landing gears impacting the ground nearly at the same time. Three discolored indentations continued from the impact marks for about 15-feet. The center positioned indentation had gouging in the runway surface and sharp parallel grooves that continued for about 140-feet. The three impact marks originated beyond the mid-field point of the runway.

The nose landing gear fork assembly was shipped to Van's Aircraft Company for further examination. According to a representative from Van's Aircraft Company, no evidence of any preimpact anomalies was present. Data from a FlightDEK-D180 electronic flight instrument system (EFIS) unit, mounted onboard the accident airplane, was downloaded for review. The data indicated that during the initial touchdown, the airplane was in a flat or slightly negative pitch attitude which would result in the nose landing gear contacting the runway first. The data indicated that the airplane landed at a high rate of speed. Representatives from Van's Aircraft Company reported that the data also indicated that there were no attempts to flare the airplane during the landing. For further information see the examination report in the public docket.

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 2, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 1, 2013
Flight Time:	400 hours (Total, all aircraft), 274 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N572LS
Model/Series:	RV12 120083	Aircraft Category:	Airplane
Year of Manufacture:	2010	Amateur Built:	
Airworthiness Certificate:	Experimental (Special); Special light-sport (Special)	Serial Number:	120083
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	November 7, 2012 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	277 Hrs at time of accident	Engine Manufacturer:	
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	Levonte Yakis	Rated Power:	100 Horsepower
Operator:	Levonte Yakis	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ONP,160 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	11:35 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.34 inches Hg	Temperature/Dew Point:	8°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lenhardt Airprk, OR (7S9)	Type of Flight Plan Filed:	None
Destination:	Waldport, OR (R33)	Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	

Airport Information

Airport:	Wakonda Beach State Airport R33	Runway Surface Type:	Grass/turf
Airport Elevation:	41 ft msl	Runway Surface Condition:	Wet
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	2000 ft / 30 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	44.384445,-124.084999

Administrative Information

Investigator In Charge (IIC):	Swick, Andrew
Additional Participating Persons:	Lance E Johnson; FAA-FSDO; Portland, OR
Original Publish Date:	June 11, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=86557

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