



Aviation Investigation Final Report

Location:	Wadsworth, Ohio	Accident Number:	GAA16CA278
Date & Time:	May 31, 2016, 18:35 Local	Registration:	N991K
Aircraft:	Piper PA24	Aircraft Damage:	Substantial
Defining Event:	Landing area undershoot	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The pilot reported that during a biennial flight review, the flight instructor requested that a simulated loss of engine power landing be performed while in the traffic pattern. On the base leg, it was determined that they would not reach the runway, and power was added so that a normal landing could be completed. The pilot further reported, that while on short final, the flight instructor called for more power to be added, which resulted in a pitch up attitude. Subsequently, the pilot reacted by pitching the airplane's nose down, but he inadvertently reduced power to idle. The airplane continued to sink and touched down in the grass a few feet prior to the runway threshold, which resulted in a collision with the runway threshold. The nose and right main landing gear collapsed, and a runway excursion off the left side of the runway occurred.

The right wing was substantially damaged.

The pilot did not report any mechanical malfunctions or failures 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 inadvertent power reduction during landing, which resulted in a runway undershoot, collision with the runway threshold, nose and right main landing gear collapse, and runway excursion.

Findings

Aircraft	Powerplant parameters - Incorrect use/operation
Personnel issues	Aircraft control - Pilot
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Approach-VFR pattern downwind	Simulated/training event
Approach-VFR pattern final	Loss of lift
Landing-flare/touchdown	Landing area undershoot (Defining event)
Landing-landing roll	Abnormal runway contact
Landing-landing roll	Landing gear collapse
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 25, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 31, 2014
Flight Time:	(Estimated) 1389 hours (Total, all aircraft), 957 hours (Total, this make and model), 1389 hours (Pilot In Command, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:	Airline transport; Commercial; Flight instructor; Private	Age:	50, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 18, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 12, 2015
Flight Time:	(Estimated) 10106 hours (Total, all aircraft), 82 hours (Total, this make and model), 6057 hours (Pilot In Command, all aircraft), 83 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N991K
Model/Series:	PA24 260	Aircraft Category:	Airplane
Year of Manufacture:	1964	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-4055
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 27, 2015 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6145 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	IO-540-D4A5
Registered Owner:	On file	Rated Power:	250 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KBJJ,1135 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	22:56 Local	Direction from Accident Site:	140°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	26°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MEDINA, OH (1G5)	Type of Flight Plan Filed:	None
Destination:	MEDINA, OH (1G5)	Type of Clearance:	VFR
Departure Time:	17:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	WADSWORTH MUNI 3G3	Runway Surface Type:	Asphalt
Airport Elevation:	973 ft msl	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	None
Runway Length/Width:	3529 ft / 75 ft	VFR Approach/Landing:	Simulated forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.002498,-81.754997(est)

Administrative Information

Investigator In Charge (IIC):	Gerhardt, Adam
Additional Participating Persons:	Richard Pottinger; FAA; Cleveland, OH
Original Publish Date:	August 3, 2016
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=93311

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