



Aviation Investigation Final Report

Location:	Goodyear, Arizona	Accident Number:	GAA18CA381
Date & Time:	June 22, 2018, 21:14 Local	Registration:	N7072Y
Aircraft:	Piper PA 30	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that, while landing at night, the pilot receiving instruction allowed the twin-engine airplane to drift left of the centerline at touchdown. The pilot then overcorrected with right rudder, the airplane veered to the right, and the pilot then locked the brakes. The airplane continued to veer right and exited the runway.

The flight instructor added that he did not ask for the flight controls but that he did ask the pilot to release the brakes; however, the pilot did not do so. After exiting the runway, the flight instructor had only right rudder and nosewheel steering and "fishtailed" the airplane further to the right before the left main landing gear collapsed.

The airplane sustained substantial damage to the left wing.

The flight instructor reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system on the airport reported that, about the time of the accident, the wind was from 230° at 9 knots. The pilot landed the airplane on runway 21.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot receiving instruction's failure to maintain directional control during the landing roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Attempted remediation/recovery
Landing	Runway excursion
Landing	Landing gear collapse

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
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 2 Without waivers/limitations	Last FAA Medical Exam:	December 21, 2016
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 24, 2018
Flight Time:	(Estimated) 10000 hours (Total, all aircraft), 88 hours (Total, this make and model), 8505 hours (Pilot In Command, all aircraft), 101 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	August 7, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7072Y
Model/Series:	PA 30 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-85
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-B
Registered Owner:	FLY TWIN COMANCHE LLC	Rated Power:	160 Horsepower
Operator:	Buckeye Flight Experience, LLC	Operating Certificate(s) Held:	None
Operator Does Business As:	FlyGoodyear	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night
Observation Facility, Elevation:	KGYR,968 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	03:47 Local	Direction from Accident Site:	227°
Lowest Cloud Condition:	Few / 25000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.63 inches Hg	Temperature/Dew Point:	37°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Goodyear, AZ (GYR)	Type of Flight Plan Filed:	VFR
Destination:	Victorville, CA (VCV)	Type of Clearance:	None
Departure Time:	21:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	PHOENIX GOODYEAR GYR	Runway Surface Type:	Asphalt
Airport Elevation:	968 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	8500 ft / 150 ft	VFR Approach/Landing:	Full stop;Stop and go;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:	33.42472,-112.373054(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Juan Arjona; FAA; Scottsdale, AZ
Original Publish Date:	March 18, 2019
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=97613

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