



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Malone, New York | Accident Number: | GAA18CA416 |
| Date & Time: | June 30, 2018, 19:12 Local | Registration: | N712FP |
| Aircraft: | Aeroprakt A-22 VALOR | Aircraft Damage: | Substantial |
| Defining Event: | Hard landing | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

According to the pilot, he overflew the airport and assessed the winds for landing. During the landing flare, the airplane encountered a crosswind gust from the right. The right wing lifted, and the left wing struck the ground. The airplane pivoted about the left wing and landed hard.

The airplane sustained substantial damage to the left wing spar.

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

The pilot reported that, about the time of the accident, the wind at the airport was from 240° and light and variable, gusting to 7 knots. The pilot landed on runway 23.

Probable Cause and Findings

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

The pilot's improper crosswind correction during the landing flare in gusting wind conditions, which resulted in a hard landing.

Findings

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| Aircraft | Crosswind correction - Incorrect use/operation |
| Personnel issues | Aircraft control - Pilot |
| Environmental issues | Gusts - Effect on operation |
| Environmental issues | Crosswind - Effect on operation |

Factual Information

History of Flight

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|-------------------------|-------------------------------|
| Landing-flare/touchdown | Other weather encounter |
| Landing-flare/touchdown | Hard landing (Defining event) |

Pilot Information

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|---------------------------|--|-----------------------------------|--------------------|
| Certificate: | Private | Age: | 69,Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Unknown |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | May 1, 2017 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | September 15, 2017 |
| Flight Time: | (Estimated) 200 hours (Total, all aircraft), 20 hours (Total, this make and model), 200 hours (Pilot In Command, all aircraft), 2.5 hours (Last 90 days, all aircraft), 1.1 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|-------------------------------|--------------------------------|-----------------|
| Aircraft Make: | Aeroprakt | Registration: | N712FP |
| Model/Series: | A-22 VALOR Undesignat | Aircraft Category: | Airplane |
| Year of Manufacture: | 2008 | Amateur Built: | |
| Airworthiness Certificate: | Special light-sport (Special) | Serial Number: | 223 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | May 23, 2008 Annual | Certified Max Gross Wt.: | 1320 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 2900 Hrs | Engine Manufacturer: | Rotax |
| ELT: | Installed, not activated | Engine Model/Series: | 912 |
| Registered Owner: | | Rated Power: | 100 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------|--------------------------------------|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KSLK,1663 ft msl | Distance from Accident Site: | 29 Nautical Miles |
| Observation Time: | | Direction from Accident Site: | 169° |
| Lowest Cloud Condition: | Scattered | Visibility | 10 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | / 7 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 240° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Malone, NY (MAL) | Type of Flight Plan Filed: | None |
| Destination: | Malone, NY (MAL) | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class G |

Airport Information

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|----------------------|-------------------|---------------------------|---------------------------------------|
| Airport: | Malone-Dufort MAL | Runway Surface Type: | Asphalt |
| Airport Elevation: | 789 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 23 | IFR Approach: | None |
| Runway Length/Width: | 3994 ft / 100 ft | VFR Approach/Landing: | Full stop;Straight-in;Traffic pattern |

Wreckage and Impact Information

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|---------------------|--------|----------------------|--------------------------|
| 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: | 44.85361,-74.328887(est) |

Administrative Information

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| Investigator In Charge (IIC): | Hicks, Michael |
| Additional Participating Persons: | Todd P Moses; FAA; Albany, NY |
| Original Publish Date: | March 18, 2019 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=97749 |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).