



Aviation Investigation Final Report

Location:	Tompkinsville, Kentucky	Accident Number:	ERA24LA035
Date & Time:	November 4, 2023, 14:20 Local	Registration:	N4056Z
Aircraft:	Piper PA18	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was practicing an emergency descent and landing when he deployed full wing flaps and descended to the touchdown point. About 10 to 15 ft above ground level, the airplane encountered a rapid sink rate that he failed to arrest. The airplane touched down hard, and the fuselage was substantially damaged. The pilot stated that, upon reflection, if he had added the power and extended the airplane's glide path, he might have been in a better position for landing; however, he allowed the airplane to get "too slow."

The pilot reported no mechanical anomalies 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 failure to maintain adequate airspeed during the approach, which resulted in a hard landing.

Findings

Aircraft	Airspeed - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Hard landing (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	656, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Helicopter	Toxicology Performed:	
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	January 25, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 2, 2023
Flight Time:	3506 hours (Total, all aircraft), 65 hours (Total, this make and model), 3307 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4056Z
Model/Series:	PA18 150	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18-8064
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	November 2, 2023 Annual	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	0.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9244 Hrs as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	O-320-A2B
Registered Owner:	G & L AIRBORNE INC	Rated Power:	150 Horsepower
Operator:	G & L AIRBORNE INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GLW,716 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	14:15 Local	Direction from Accident Site:	322°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 17 knots	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	21°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tompkinsville, KY	Type of Flight Plan Filed:	None
Destination:	Tompkinsville, KY	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	TOMPKINSVILLE/MONROE COUNTY TZV	Runway Surface Type:	Asphalt
Airport Elevation:	1036 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Simulated forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	36.729028,-85.652389(est)

Administrative Information

Investigator In Charge (IIC):	Spencer, Lynn
Additional Participating Persons:	Benjamin Vost; FAA/FSDO; Louisville, KY
Original Publish Date:	January 4, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193382

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).