



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Selma, Alabama	<b>Accident Number:</b>	ERA24LA259
<b>Date &amp; Time:</b>	June 12, 2024, 09:35 Local	<b>Registration:</b>	N62LP
<b>Aircraft:</b>	Piper PA-32R-300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Hard landing	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot receiving instruction was in training to obtain both a complex and high-performance endorsement. After successfully completing a touch-and-go landing and continuing in the airport traffic pattern, the flight instructor reduced engine power to idle to simulate an emergency forced landing. The airplane touched down on the left main landing gear first and then hard on the right main landing gear. Subsequently, the right main landing gear collapsed, which resulted in the right wing contacting the runway and sustaining substantial damage.

Both pilots reported that there were no preimpact 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 receiving instruction's improper landing flare which resulted in a hard landing and subsequent landing gear collapse.

## Findings

<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Aircraft</b>	Landing flare - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Hard landing (Defining event)
<b>Landing-landing roll</b>	Landing gear collapse
<b>Landing-landing roll</b>	Dragged wing/rotor/float/other

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	43,
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 5, 2024
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 22, 2022
<b>Flight Time:</b>	100 hours (Total, all aircraft), 10 hours (Total, this make and model), 34 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Flight instructor Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	75,
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 16, 2024
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	September 27, 2023
<b>Flight Time:</b>	27228 hours (Total, all aircraft), 162 hours (Total, this make and model), 24141 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N62LP
<b>Model/Series:</b>	PA-32R-300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1977	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32R-7780375
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	August 22, 2023 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	206 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	9408 Hrs as of last inspection	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	IO-540-K1G5D
<b>Registered Owner:</b>	MAGIC CITY AVIATORS LLC	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SEM, 167 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:35 Local	<b>Direction from Accident Site:</b>	34°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Calera, AL (EET)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Selma, AL	<b>Type of Clearance:</b>	VFR; VFR flight following
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Craig Field Airport SEM	<b>Runway Surface Type:</b>	Asphalt;Concrete
<b>Airport Elevation:</b>	166 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8014 ft / 150 ft	<b>VFR Approach/Landing:</b>	Simulated forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	32.343947,-86.987806(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Stratton, Lauren
<b>Additional Participating Persons:</b>	Peter Rose; FAA/FSDO; Birmingham, AL
<b>Original Publish Date:</b>	July 18, 2024
<b>Last Revision Date:</b>	July 23, 2024
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=194464">https://data.nts.gov/Docket?ProjectID=194464</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).