



Aviation Investigation Factual Report

Location:	Rockport, Texas	Accident Number:	DFW07LA158
Date & Time:	June 2, 2007, 15:30 Local	Registration:	N4977S
Aircraft:	Piper PA-28R-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On June 2, 2007, at 1530 central daylight time, a single-engine Piper PA-28R-200 airplane, N4977S, was substantially damaged when the right main landing gear collapsed during taxi, following a landing at the Aransas County Airport (RKP), near Rockport, Texas. The private pilot and passenger were not injured. The airplane was registered to and operated by a private individual. No flight plan was filed and visual meteorological conditions prevailed for the personal flight conducted under 14 Code of Federal Regulations Part 91. The flight originated from the New Braunfels Municipal Airport (BAZ) near New Braunfels, Texas, at 1430.

The pilot reported in the accident report (NTSB Form 6120.1) that upon touchdown on Runway 14, the airplane felt "spongy or squirrely" and a propeller strike occurred. The pilot then pulled back on the controls to raise the nose of the airplane. When the airplane settled, it immediately pulled to the right. The pilot further stated that there were "two loud thumps" and the right wing struck the runway. The airplane then came to a complete stop.

The pilot held a private pilot certificate with a rating for airplane single engine land. The pilot's most recent FAA third-class medical certificate was issued June 4, 2007, and the last flight review was completed on January 7, 2006. The pilot had accumulated a total of 196 flight hours, with 60 hours in the same make and model airplane.

The 1970 Piper PA-28R-200 is a low-wing airplane with retractable tricycle landing gear. A 200-horsepower Lycoming IO-360 engine powered the airplane. The last annual inspection was performed on August 11, 2006. The total time on the airframe, at the time of the inspection was reported at 2,900 hours.

The Federal Aviation Administration (FAA) Inspector, who responded to the accident site, reported that he found all three propeller blades curled at the tips and loose on the propeller hub. He also stated that there were signatures of propeller strikes on the runway surface, prior to the area where the right wing impacted the runway.

A review of photographs taken at the accident site revealed the right wing of the airplane resting on the landing gear strut, which had separated from its attach point and was lying under the wing. The left main and nose landing gear were in the down and locked position. Approximately a one-foot square section of the right wing skin and the support structure, located above the right wing landing strut, was protruding up through the wing skin. The FAA inspector added that he was unable to find any major rust/corrosion on the right landing gear, or the surrounding structure.

In a telephone interview with the NTSB investigator-in-charge (IIC), the airport manager reported that there were propeller strike marks 1,000 feet from the approach end of the runway

and about 6 inches to the right of the runway centerline. In the area of the propeller marks, the manager also found propeller seals and rings. About another 1,000 feet down the runway, on the right side and prior to the right wingtip scar, was a landing gear tire scuffmark. The manager additionally reported that the runway surface was less than 3 months old.

The automated weather reporting facility at RKP, reported winds from 140 degrees at 10 knots, visibility 10 statute miles, clear skies, temperature 30 degrees Fahrenheit, dew point 22 degrees Fahrenheit, and a barometric pressure of 29.85 inches of Mercury.

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	June 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	January 1, 2006
Flight Time:	196 hours (Total, all aircraft), 60 hours (Total, this make and model), 111 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4977S
Model/Series:	PA-28R-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-35696
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2006 Annual	Certified Max Gross Wt.:	2600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2900 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1C
Registered Owner:	Michael Matheaus	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RKP, 24 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	30°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NEW BRAUNFELS, TX (BAZ)	Type of Flight Plan Filed:	None
Destination:	Rockport, TX (RKP)	Type of Clearance:	VFR
Departure Time:	14:30 Local	Type of Airspace:	

Airport Information

Airport:	Aransas County Airport RKP	Runway Surface Type:	Asphalt
Airport Elevation:	24 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	Visual
Runway Length/Width:	5608 ft / 150 ft	VFR Approach/Landing:	Straight-in

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:	28.086944,-97.044441

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	FAYE MAKARSKY; Federal Aviation Administration; San Antonio, TX
Report Date:	August 13, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=66197

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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](#).