



Aviation Investigation Final Report

Location:	SALT LAKE CITY, Utah	Accident Number:	DEN87LA215
Date & Time:	August 11, 1987, 13:40 Local	Registration:	N2431Q
Aircraft:	PIPER PA-34-220T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT STATED THE TOUCHDOWN SEEMED NORMAL BUT THE AIRCRAFT BEGAN TO PORPOISE, THE PROPELLERS STRUCK THE RUNWAY AND THE AIRCRAFT CAME TO A STOP. A POST ACCIDENT INSPECTION REVEALED THE NOSE GEAR STEERING ROLLER HAD BECOME DISLODGED AND PREVENTED PROPER TRACKING OF THE NOSE WHEEL.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 1. (C) LANDING GEAR,STEERING SYSTEM - DISCONNECTED

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

2. (C) LANDING GEAR, TIRE - OVERLOAD
3. (F) DIRECTIONAL CONTROL - NOT POSSIBLE

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	39, Male
Airplane Rating(s):	Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 12, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2130 hours (Total, all aircraft), 15 hours (Total, this make and model), 1565 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2431Q
Model/Series:	PA-34-220T PA-34-220T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	248533024
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-KB
Registered Owner:	JERRY BELLISTON	Rated Power:	220 Horsepower
Operator:	J-AIR, INC	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	30 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	28°C / 11°C
Precipitation and Obscuration:	Light - Showers - Rain		
Departure Point:	CORTEZ , CO (CEZ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	VFR
Departure Time:	11:40 Local	Type of Airspace:	TRSA

Airport Information

Airport:	SALT LAKE CITY INT'L SLC	Runway Surface Type:	Asphalt
Airport Elevation:	4226 ft msl	Runway Surface Condition:	Wet
Runway Used:	34R	IFR Approach:	None
Runway Length/Width:	9596 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

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:	40.699947,-111.940071(est)

Administrative Information

Investigator In Charge (IIC):	Collins, Robert
Additional Participating Persons:	DON GODFREY; AURORA , CO ALLEN B ROBBINS; AURORA , CO JOSEPH D MALOGRINO; SALT LAKE CITY , UT
Original Publish Date:	April 24, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=17297

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](#).