



Aviation Investigation Final Report

Location:	LAS CRUCES, New Mexico	Accident Number:	DEN89LA138
Date & Time:	June 16, 1989, 11:15 Local	Registration:	N36345
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE LEFT MAIN LANDING GEAR COLLAPSED SHORTLY AFTER TOUCHDOWN. THE ACFT THEN VEERED OFF THE LEFT SIDE OF THE RWY & WAS FURTHER DAMAGED. AN INVESTIGATION REVEALED THE LEFT GEAR COLLAPSED AFTER THE LEFT MAIN LANDING GEAR TRUNNION HAD FAILED. THE TRUNNION FAILED IN AN AREA THAT WAS ADDRESSED BY PIPER SERVICE BULLETIN #787A. SERVICE BULLETIN #787A REQUIRED AN INSPECTION OF THE TRUNNION AT THE 1ST 1000 HRS TIME IN SERVICE AND THEREAFTER AT INTERVALS NOT TO EXCEED 100 HRS UNTIL IT WAS REPLACED BY A MODIFIED TRUNNION. THE ACFT HAD FLOWN 67 HRS SINCE THE LAST INSPECTION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE LEFT MAIN LANDING GEAR TRUNNION. A CONTRIBUTING FACTOR WAS: INADEQUATE INSPECTION PROCEDURE IN PIPER SERVICE BULLETIN #787A.

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL
 2. MAINTENANCE,SERVICE BULLETIN/LETTER - PERFORMED

3. (F) PROCEDURE INADEQUATE - MANUFACTURER

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

Findings

- 4. DIRECTIONAL CONTROL - NOT POSSIBLE
- 5. GROUND LOOP/SWERVE - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	36, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 13, 1989
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1540 hours (Total, all aircraft), 30 hours (Total, this make and model), 1401 hours (Pilot In Command, all aircraft), 419 hours (Last 90 days, all aircraft), 148 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N36345
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7870321
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 19, 1989 100 hour	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	67 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1986 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	LTSIO-360
Registered Owner:	NORTH AMERICAN INST. AVIA.	Rated Power:	220 Horsepower
Operator:	NORTH AMERICAN INS OF AVIATION	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:	Scattered	Visibility	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(LRU)	Type of Flight Plan Filed:	None
Destination:	(LRU)	Type of Clearance:	None
Departure Time:	10:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAS CRUCES LRU	Runway Surface Type:	Asphalt
Airport Elevation:	4454 ft msl	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	7494 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	32.219535,-106.989227(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Robert
Additional Participating Persons:	FLOYD A DOCKUM; ALBUQUERQUE , NM LARRY M JONES; ALBUQUERQUE , NM
Original Publish Date:	June 19, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=17722

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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](#).