



Aviation Investigation Final Report

Location:	PLAINVIEW, Texas	Accident Number:	FTW84LA403
Date & Time:	September 20, 1984, 19:50 Local	Registration:	N522MM
Aircraft:	PIPER PA-32R-301	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE CFI STATED THAT AT THE TIME OF THE ACCIDENT THE PRIVATE PLT, IN PREPARATION FOR HIS COMMERCIAL CERTIFICATE, WAS FLYING A POWER OFF 'SPOT LANDING' WITH A DESIRED TOUCHDOWN POINT AT THE SECOND CENTERLINE STRIPE. IN AN EFFORT TO REACH THE LANDING POINT WITH FULL FLAPS EXTENDED, THE AIRPLANE WAS FLARED ABOUT 12 FT AGL AND LANDED ABOUT 8 FT SHORT OF THE RWY. THE ACFT ROLLED OVER THE LIP AT THE END OF THE RWY THRESHOLD AND THE LEFT MAIN GEAR COLLAPSED.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
 2. (C) REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	21, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 13, 1984
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	535 hours (Total, all aircraft), 5 hours (Total, this make and model), 412 hours (Pilot In Command, all aircraft), 227 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N522MM
Model/Series:	PA-32R-301 PA-32R-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-8013001
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	September 15, 1983 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	263 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	892 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1G5D
Registered Owner:	DR. MARK L. WINTER	Rated Power:	300 Horsepower
Operator:		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 / 25000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:45 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	HALE COUNTY PVW	Runway Surface Type:	Asphalt
Airport Elevation:	3372 ft msl	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.190544,-101.720306(est)

Administrative Information

Investigator In Charge (IIC): Mcfall, T

Additional Participating Persons: JOYCE M SMITH; LUBBOCK , TX

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=21474>

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](#).