



Aviation Investigation Final Report

Location:	ARDMORE, Oklahoma	Accident Number:	FTW88LA018
Date & Time:	October 26, 1987, 14:30 Local	Registration:	N742WP
Aircraft:	PIPER PA-60	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING LANDING, THE AIRCRAFT TOUCHED DOWN ABOUT 15 FEET SHORT OF THE RUNWAY CAUSING THE RT MAIN GEAR TO COLLAPSE. THE ACFT SLID APPROX 800 FT BEFORE COMING TO REST ON THE RWY. BOTH GEAR PENETRATED THE UPPER SKIN ON THE WINGS.

Probable Cause and Findings

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

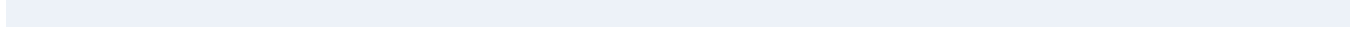
Findings

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

Findings
1. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
2. (F) TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR, MAIN GEAR - OVERLOAD



Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	32, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 27, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3840 hours (Total, all aircraft), 300 hours (Total, this make and model), 3840 hours (Pilot In Command, all aircraft), 94 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N742WP
Model/Series:	PA-60 PA-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	60002240
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 28, 1987 100 hour	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:	92 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1542 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-K1JS
Registered Owner:	JOHN HITT	Rated Power:	290 Horsepower
Operator:	JOHM M. HITT	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	EXECUTIVE FLIGHT	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:	Clear	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ARLINGTON , TX (F54)	Type of Flight Plan Filed:	None
Destination:	ARDMORE , OK (1F1)	Type of Clearance:	None
Departure Time:	14:05 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	ARDMORE 1F1	Runway Surface Type:	Asphalt
Airport Elevation:	817 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	34.190826,-97.109077(est)

Administrative Information

Investigator In Charge (IIC):	Wilson, Ralph
Additional Participating Persons:	KEITH CHAPMAN; BETHANY , OK
Original Publish Date:	June 16, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=22592

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](#).