



Aviation Investigation Final Report

Location:	SALINE VALLEY, California	Accident Number:	LAX85LA312
Date & Time:	July 6, 1985, 13:30 Local	Registration:	N29461
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A PLEASURE FLIGHT THE PLT OBSERVED A SLIGHT LT ENG FUEL PRESSURE FLUCTUATION. PREVIOUSLY, A SIMILAR FLUCTUATION TO THE RT ENG REVEALED THE PRESENCE OF A LEAKING FUEL LINE. FEARING FIRE BECAUSE OF A SUSPECTED FUEL LEAK TO THE LT ENG, THE PLT ELECTED TO MAKE AN IMMEDIATE PRECAUTIONARY LANDING AT THE FIRST OBSERVED 'SUITABLE' LOCATION. ON SHORT FINAL APCH TO AN UNCHARTED, DIRT, 1300-FT-LONG AIRSTRIP, GUSTY WINDS WERE ENCOUNTERED. THE ACFT DROPPED, TOUCHED DOWN HARD AND BOTH 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: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) FLARE - MISJUDGED - PILOT IN COMMAND
 2. (F) WEATHER CONDITION - GUSTS
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Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) LANDING GEAR,MAIN GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 10, 1985
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1800 hours (Total, all aircraft), 800 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N29461
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7970254
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	800 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-E
Registered Owner:	UPPER VALLEY ORTHOPAEDICS,	Rated Power:	200 Horsepower
Operator:	ALLEN E. WORKMAN, M.D.	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	43°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MAMMOTH LAKES , CA (MMH)	Type of Flight Plan Filed:	None
Destination:	MAMMOTH LAKES , CA (MMH)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CHICKEN STRIP	Runway Surface Type:	Dirt
Airport Elevation:	1500 ft msl	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	1300 ft / 50 ft	VFR Approach/Landing:	Full stop;Precautionary landing

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:	36.559013,-118.049499(est)

Administrative Information

Investigator In Charge (IIC): Pollack, Wayne

Additional Participating Persons: JAMES SHIELDS; LAS VEGAS , NV

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=24768>

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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](#).