



# Aviation Investigation Final Report

|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | CORONA, California                        | <b>Accident Number:</b> | LAX88LA208  |
| <b>Date &amp; Time:</b>        | June 7, 1988, 13:30 Local                 | <b>Registration:</b>    | N2710M      |
| <b>Aircraft:</b>               | PIPER PA-34-200T                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Instructional |                         |             |

## Analysis

COMPANY MAINTENANCE PERSONNEL HAD REPLACED THE NOSE LANDING GEAR ASSY AND HAD CONDUCTED RETRACTION TESTS PRIOR TO RELEASING THE ACFT FOR FLT. AFTER TAKEOFF THE LNDG GEAR WAS RETRACTED AND THE FLT WAS CONDUCTED WITHOUT INCIDENT UNTIL, UPON ENTERING THE TRAFFIC PATTERN FOR LANDING, THE NOSE GEAR FAILED TO EXTEND. THE INSTRUCTOR PILOT ELECTED TO LAND WITH THE MAIN LANDING GEARS ONLY EXTENDED. THE LEFT ENGINE AND PROPELLER WERE SECURED WHILE ON FINAL APPROACH FOR THE LANDING. THE ACFT TOUCHED DOWN ON THE MAIN LANDING GEARS. AS THE ACFT SLOWED DURING THE LNDG ROLL THE NOSE PITCHED DOWN AND THE RIGHT PROPELLER IMPACTED THE GROUND. THE PROPELLER SEPARATED FROM THE ACFT ON GROUND IMPACT AND STRUCK THE RIGHT MAIN LANDING GEAR. THE RIGHT LANDING GEAR WAS SEVERED FROM THE ACFT AND THE ACFT SLID TO A STOP.

## Probable Cause and Findings

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

### Findings

Occurrence #1: GEAR NOT EXTENDED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PERSONNEL
3. (C) LANDING GEAR,NOSE GEAR ASSEMBLY - INOPERATIVE

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Occurrence #2: NOSE DOWN

Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

|                                  |  |  |                   |
|----------------------------------|--|--|-------------------|
| <b>Certificate:</b>              | Commercial; Flight instructor  | <b>Age:</b>                              | 26, Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land  | <b>Seat Occupied:</b>                    | Right             |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                   |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | Yes               |
| <b>Instructor Rating(s):</b>     | Airplane multi-engine; Airplane single-engine  | <b>Toxicology Performed:</b>             | No                |
| <b>Medical Certification:</b>    | Class 1 Valid Medical--no waivers/lim.   | <b>Last FAA Medical Exam:</b>            | November 20, 1987 |
| <b>Occupational Pilot:</b>       | Yes  | <b>Last Flight Review or Equivalent:</b> |                   |
| <b>Flight Time:</b>              | 1550 hours (Total, all aircraft), 35 hours (Total, this make and model), 1450 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) |  |                   |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER                    | <b>Registration:</b>                  | N2710M          |
| <b>Model/Series:</b>                 | PA-34-200T PA-34-200T    | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                 | 347870091       |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle   | <b>Seats:</b>                         | 7               |
| <b>Date/Type of Last Inspection:</b> | Annual                   | <b>Certified Max Gross Wt.:</b>       | 4500 lbs        |
| <b>Time Since Last Inspection:</b>   | 52 Hrs                   | <b>Engines:</b>                       | 2 Reciprocating |
| <b>Airframe Total Time:</b>          | 989 Hrs                  | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | TSIO-360E       |
| <b>Registered Owner:</b>             | SMOLLEN, JAMES F         | <b>Rated Power:</b>                   | 200 Horsepower  |
| <b>Operator:</b>                     | Z-AIR INC.               | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                          | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |                  |
|---|----------------------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day              |
| <b>Observation Facility, Elevation:</b> | CNO ,650 ft msl                  | <b>Distance from Accident Site:</b>         | 5 Nautical Miles |
| <b>Observation Time:</b>                | 13:50 Local                      | <b>Direction from Accident Site:</b>        | 330°             |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 13 miles         |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 7 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 210°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               |                  |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | CORONA , CA (L66 )               | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  | 13:20 Local                      | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |            |                                  |                           |
|-----------------------------|------------|----------------------------------|---------------------------|
| <b>Airport:</b>             | CORONA L66 | <b>Runway Surface Type:</b>      | Grass/turf                |
| <b>Airport Elevation:</b>   | 533 ft msl | <b>Runway Surface Condition:</b> | Dry                       |
| <b>Runway Used:</b>         | 25         | <b>IFR Approach:</b>             | None                      |
| <b>Runway Length/Width:</b> | 3200 ft    | <b>VFR Approach/Landing:</b>     | Full stop;Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |             |
|----------------------------|--------|-----------------------------|-------------|
| <b>Crew Injuries:</b>      | 2 None | <b>Aircraft Damage:</b>     | Substantial |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None        |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None        |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> |             |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Wall, James   |
| <b>Additional Participating Persons:</b> | DON BERRY; RIVERSIDE , CA   |
| <b>Original Publish Date:</b>            | January 24, 1990  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=26020">https://data.ntsb.gov/Docket?ProjectID=26020</a> |

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