



# Aviation Investigation Final Report

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<b>Location:</b>	COALINGA, California	<b>Accident Number:</b>	LAX92LA253
<b>Date &amp; Time:</b>	June 18, 1992, 18:30 Local	<b>Registration:</b>	N626NP
<b>Aircraft:</b>	PIPER PA-60-700P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE PILOT ALIGNED THE AIRCRAFT WITH RUNWAY 32 FOR LANDING. HE SAID THAT THERE WAS A 15 KNOT WIND BLOWING FROM 270 DEGREES AND THAT HE ENTERED A LEFT CRAB AS THE AIRCRAFT DESCENDED FOR THE RUNWAY. AS THE AIRCRAFT APPROACHED THE RUNWAY THE PILOT SAID HE ENTERED A SLIP. THE AIRCRAFT LANDED SHORT AND THE LEFT LANDING GEAR COLLIDED WITH THE APPROACH EDGE OF THE RUNWAY. THE PILOT SAID THAT HE HEARD A MUFFLED BANG AND A POP NOISE FOLLOWED BY A LOUD FLOPPING NOISE FROM THE LEFT MAIN LANDING GEAR AS THE AIRCRAFT SKIDDED DOWN THE RUNWAY. AT APPROXIMATELY MIDFIELD THE AIRCRAFT SKIDDED OFF THE LEFT SIDE OF THE RUNWAY AND IMPACTED A WIND DIRECTION INDICATOR. THE INDICATOR WAS LOCATED ABOUT 100 FEET LEFT OF RUNWAY 32. THE NOSE GEAR AND RIGHT MAIN LANDING GEAR COLLAPSED DURING THE AIRCRAFT'S GROUND SLIDE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO ATTAIN THE PROPER TOUCHDOWN POINT AND MISJUDGING THE AIRCRAFT'S DISTANCE FROM THE RUNWAY. CONTRIBUTING TO THIS ACCIDENT WAS THE CROSSWIND CONDITION AND THE NOSE AND MAIN LANDING GEAR COLLAPSING DUE TO OVERLOAD.

## Findings

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Occurrence #1: UNDERSHOOT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

4. (F) LANDING GEAR,TIRE - BURST
5. (F) LANDING GEAR,MAIN GEAR - OVERLOAD
6. (F) LANDING GEAR,NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 11, 1991
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5900 hours (Total, all aircraft), 1300 hours (Total, this make and model), 40 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N626NP
<b>Model/Series:</b>	PA-60-700P PA-60-700P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	608423014
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 20, 1992 Annual	<b>Certified Max Gross Wt.:</b>	6356 lbs
<b>Time Since Last Inspection:</b>	48 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	1226 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	T10-540-OU2A
<b>Registered Owner:</b>	TRUSTEE, NILS P.	<b>Rated Power:</b>	350 Horsepower
<b>Operator:</b>	TRUSTEE, NILS P.	<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>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<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>	CONCORD , CA (CCR)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(308 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	HARRIS RANCH 308	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	470 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2820 ft / 30 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	36.18988,-120.389862(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Wall, James
<b>Additional Participating Persons:</b>	INSPECTOR THOMAAS BENNETT; FRESNO , CA
<b>Original Publish Date:</b>	September 28, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=27653">https://data.nts.gov/Docket?ProjectID=27653</a>

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