



Aviation Investigation Final Report

Location:	JEAN, Nevada	Accident Number:	LAX93LA217
Date & Time:	May 17, 1993, 11:50 Local	Registration:	N410DS
Aircraft:	PIPER PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PRIVATE PILOT DEPARTED WITH FIVE PASSENGERS ON A RETURN FLIGHT TO HIS HOME BASE IN THE RENTED AIRPLANE. THE FLIGHT WAS LEVEL AT 8500 FEET MSL WHEN THE PILOT NOTICED THE LEFT INBOARD FRONT COWL FASTENER WAS UNLATCHED. THE PILOT, WHO WAS RECEIVING FLIGHT ADVISORIES FROM TRACON, REQUESTED THE NEAREST AIRPORT FOR A PRECAUTIONARY LANDING. HE WAS DIRECTED TO A GRAVEL RUNWAY 4500 FEET LONG. THE PILOT STATED THAT HE WAS PLANNING A SHORT FIELD LANDING ON RUNWAY 02. THE AIRPLANE LANDED HARD SHEARING OFF BOTH MAIN LANDING GEARS AND COLLAPSING THE NOSE GEAR. THE WINDS AT THE TIME WERE FROM 020 DEGREES AT 15 KNOTS WITH GUSTS TO 20 KNOTS. THE PILOT REPORTED THAT HE HAD 8 HOURS OF MULTIENGINE TIME AS PILOT IN COMMAND, FOR A TOTAL MULTIENGINE TIME OF 19 HOURS, ALL OF WHICH WERE ACCRUED IN ABOUT THE LAST 90 DAYS

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: 1) THE PILOTS INADEQUATE PREFLIGHT INSPECTION OF THE AIRCRAFT, 2) HIS FAILURE TO ADEQUATELY COMPENSATE FOR THE EXISTING GUSTY WIND CONDITIONS, AND, 3) HIS FAILURE TO MAINTAIN AN ADEQUATE LANDING APPROACH AIRSPEED. CONTRIBUTING TO THE ACCIDENT WAS THE PILOTS LACK OF TOTAL EXPERIENCE IN THE TYPE OF AIRCRAFT

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) COOLING SYSTEM,COWLING - LOOSE
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. WEATHER CONDITION - GUSTS
5. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. (C) AIRSPEED(VREF) - INADEQUATE - PILOT IN COMMAND
7. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Factual Information

On May 17, 1993, at about 1150 hours Pacific daylight time, a Piper PA 34 200, N410DS, landed hard during the termination of a precautionary landing at Jean, Nevada. The pilot performed the precautionary landing because of a loose engine cowling fastener. The airplane sustained substantial damage. The certificated private pilot and his five passengers were not injured. The pilot rented the airplane for the cross country, personal flight from the operator, Air Desert Pacific of La Verne, California. The flight departed Las Vegas, Nevada, at 1120 hours PDT, and was destined for La Verne. Visual meteorological conditions prevailed and a flight plan was not filed.

The pilot was interviewed by an FAA safety inspector. He told the safety inspector that he was southbound in cruise flight at 8,500 feet mean sea level when he noticed the left engine front inboard cowl fastener was loose. The pilot contacted FAA Las Vegas departure control and requested directions to the nearest airport to perform a precautionary landing. Las Vegas departure control advised the pilot that Jean, Nevada, was to the left of his current position.

The aircraft landed hard on runway 02 at Jean. The airplane's main landing gear was sheared off and the nose landing gear collapsed. The winds at the time were estimated to be from 020 degrees at 15 knots with gusts to 20 knots.

The pilot had trained for and received his multiengine certificate all within the past 90 days prior to the accident. He reported a total multiengine time of 19 hours with 8 hours of that as pilot in command. The pilot reported a total flight time of 331 hours.

Pilot Information

Certificate:	Private	Age:	34, 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 3 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	February 21, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	331 hours (Total, all aircraft), 18 hours (Total, this make and model), 266 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N410DS
Model/Series:	PA-34-200 PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	347250240
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 11, 1993 100 hour	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	19 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4628 Hrs	Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	IO-360-C1E6
Registered Owner:	ARI D. LAPIN	Rated Power:	200 Horsepower
Operator:	AIR DESERT PACIFIC	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	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	LAS VEGAS , NV (LAS)	Type of Flight Plan Filed:	None
Destination:	LAV VERNE , CA (POC)	Type of Clearance:	VFLF
Departure Time:	11:20 Local	Type of Airspace:	Class E

Airport Information

Airport:	JEAN OL7	Runway Surface Type:	Gravel
Airport Elevation:	2833 ft msl	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	4545 ft / 100 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Petterson, George
Additional Participating Persons:	CHARLES W SORRELLS; LAS VEGAS , NV
Original Publish Date:	November 15, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=28384

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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](#).