



Aviation Investigation Final Report

Location:	TITUSVILLE, Florida	Accident Number:	MIA84LA131
Date & Time:	April 7, 1984, 16:59 Local	Registration:	N6890Y
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT COULD NOT GET THE LEFT MAIN GEAR EXTENDED FOR LANDING AND THEN COULD NOT GET THE RIGHT MAIN AND NOSE GEAR TO RETRACT FOR A 'BELLY' LANDING. THE ACFT WAS LANDED ON THE SOD BESIDE THE RWY WITH THE LEFT MAIN RETRACTED. THE NOSE GEAR COLLAPSED DURING THE LANDING SLIDE. AFTER THE ACCIDENT THE ACFT WAS JACKED UP AND AFTER THE LEFT GEAR DOORS WERE PRYED OPEN THE LEFT GEAR FELL OUT AND LOCKED DOWN. WITH THE NOSE GEAR AND LEFT GEAR DOORS OUT OF THE SYSTEM THE MAIN GEARS OPERATED NORMALLY. THE NOSE & LEFT GEAR DOORS WERE OMITTED FROM THE TEST DUE TO IMPACT DAMAGE. THIS ACFT HAD ONLY FLOWN ABOUT 1 HOUR IN THE LAST YEAR.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING (MECHANICAL)
2. (C) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

3. (F) LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
4. (C) REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
5. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 22, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 1002 hours (Total, this make and model), 12000 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6890Y
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-4243
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 1, 1983 Annual	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	1 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3400 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-C4B5
Registered Owner:	KANGA EXPORTING INC.	Rated Power:	250 Horsepower
Operator:	NOLAN L. POLLEY	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:	TIX ,35 ft msl	Distance from Accident Site:	
Observation Time:	16:46 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 25000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	26°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MERRITT ISLAND , FL (COI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:48 Local	Type of Airspace:	Class D

Airport Information

Airport:	TITUSVILLE-COCOA TIX	Runway Surface Type:	Asphalt
Airport Elevation:	35 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5001 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

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:	28.580366,-80.820243(est)

Administrative Information

Investigator In Charge (IIC): Kennedy, Jeffrey

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31114>

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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](#).