



Aviation Investigation Final Report

Location:	TAMPA, Florida	Accident Number:	MIA85LA134
Date & Time:	March 27, 1985, 11:00 Local	Registration:	N8300V
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT DURING TAKEOFF FROM RWY 17, THE RIGHT ENG LOST POWER AT AN ALT OF ABOUT 50 TO 60 FT. HE ATTEMPTED TOTURN BACK & LAND, BUT TOUCHED DOWN 90 DEG TO RWY 03 & SLID APRX 100 YARDS, COLLAPSING THE LANDING GEAR & SEPARATING THE RIGHT WING FROM THE FUSELAGE. A CHECK OF THE RIGHT ENG WAS MADE, BUT NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE ENG AS DESCRIBED BY THE PLT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING

Findings

6. LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 7, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	777 hours (Total, all aircraft), 146 hours (Total, this make and model), 704 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8300V
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8170045
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	July 26, 1985 Annual	Certified Max Gross Wt.:	4750 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	1100 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-KB
Registered Owner:	BILLY MACK DEVINE	Rated Power:	220 Horsepower
Operator:		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:	TPA ,4 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	10:50 Local	Direction from Accident Site:	120°
Lowest Cloud Condition:	Scattered / 3500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	24°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	PETER O KNIGHT TPF	Runway Surface Type:	Asphalt
Airport Elevation:	8 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	2500 ft / 75 ft	VFR Approach/Landing:	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:	27.949169,-82.48011(est)

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons: GENE WELLMAKER; CLEARWATER

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31379>

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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](#).