



Aviation Investigation Final Report

Location:	FOLKSTON, Georgia	Incident Number:	MIA86IA069
Date & Time:	February 1, 1986, 19:45 Local	Registration:	N9784Q
Aircraft:	PIPER PA-60	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT WHILE ON A FLIGHT FROM TAMPA, TO JACKSONVILLE FL, HE MADE AN UNAUTHORIZED DEVIATION & LANDED AT DAVIS FIELD FOLKSTON GA, WHERE THE LEFT MAIN LANDING GEAR COLLAPSED. POST CRASH EXAMINATION OF THE ACFT REVEALED THAT THE GEAR COLLAPSED DUE TO THE FAILURE OF THE LEFT MAIN LANDING GEAR OUTBOARD RETRACT STRUT ASS'Y.

Probable Cause and Findings

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

Findings

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

Findings
1. (C) LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	26, 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):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 10, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2189 hours (Total, all aircraft), 245 hours (Total, this make and model), 1298 hours (Pilot In Command, all aircraft), 205 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9784Q
Model/Series:	PA-60 PA-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	60-0416-143
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-KIF5
Registered Owner:	TOP FLIGHT AIR SERVICE	Rated Power:	290 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	JAX ,30 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	19:45 Local	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TAMPA , FL (X16)	Type of Flight Plan Filed:	None
Destination:	JACKSONVILLE , FL (JAX)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	DAVIS FIELD 3J6	Runway Surface Type:	Asphalt
Airport Elevation:	68 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.830698,-81.999023(est)

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31523>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).