



Aviation Investigation Final Report

Location:	NAPLES, Florida	Incident Number:	MIA89IA187
Date & Time:	July 8, 1989, 09:38 Local	Registration:	N8422Y
Aircraft:	PIPER PA-34-220T	Aircraft Damage:	Minor
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT TOUCHED DOWN & THE LEFT MAIN GEAR COLLAPSED. INVESTIGATION REVEALED NO WORN OR IMPROPER PARTS, BUT THE GEAR WAS 'EXTREMELY DRY' OF LUBRICANT. AFTER THE GEAR WAS LUBED, THE GEAR PERFORMED NORMALLY. THE ACFT HAD ABOUT 11 MONTHS & 152 HRS SINCE THE LAST ANNUAL INSP.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: LEFT MAIN GEAR COLLAPSED DUE TO POOR MAINTENANCE.

Findings

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

Findings

1. (C) MAINTENANCE - POOR - COMPANY MAINTENANCE PERSONNEL
2. (C) MAINTENANCE, LUBRICATION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 12, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1763 hours (Total, all aircraft), 244 hours (Total, this make and model), 1677 hours (Pilot In Command, all aircraft), 61 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8422Y
Model/Series:	PA-34-220T PA-34-220T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	348133213
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 18, 1988 Annual	Certified Max Gross Wt.:	4750 lbs
Time Since Last Inspection:	152 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2542 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-KB
Registered Owner:	ROTH, JON B.	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:	APF ,9 ft msl	Distance from Accident Site:	
Observation Time:	09:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FORT LAUDERDALE, FL (FXE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	NAPLES APF	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Bird, Ronald

Additional Participating Persons:

Original Publish Date: August 26, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=32334>

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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](#).