



Aviation Investigation Final Report

Location:	FLIPPIN, Arkansas	Accident Number:	MKC84LA257
Date & Time:	August 18, 1984, 19:30 Local	Registration:	N11TF
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT RAN OFF THE DEPARTURE END OF THE RWY DURING LANDING AND COLLAPSED THE LANDING GEAR. THE ACFT LANDED BETWEEN 1/3 AND 1/2 WAY DOWN THE RWY. THE ACFT HAD BEEN IN RAIN SHOWERS AND THE RWY WAS WET. THE PLT APPLIED BRAKES BUT BRAKING WAS INEFFECTIVE AND THE ACFT WENT OFF THE RWY'S END AT ABOUT 35 KTS INTO ROUGH TERRAIN. THE ACFT SLID TO A STOP ABOUT 120 FT OFF THE END OF THE RWY.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - WET
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	None	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:	August 30, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1360 hours (Total, all aircraft), 885 hours (Total, this make and model), 1126 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N11TF
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	347870223
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	June 10, 1984 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	20 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1750 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-360
Registered Owner:	WHITE RIVER INDUSTRIES, INC.	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	Unknown	Visibility	6 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29°C
Precipitation and Obscuration:	Heavy - None - Rain		
Departure Point:	LITTLE ROCK , AR (LIT)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	IFR
Departure Time:	18:39 Local	Type of Airspace:	

Airport Information

Airport:	MARION CO REG FLP	Runway Surface Type:	Asphalt
Airport Elevation:	719 ft msl	Runway Surface Condition:	Wet
Runway Used:	22	IFR Approach:	Visual
Runway Length/Width:	3475 ft / 75 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	36.269435,-92.589195(est)

Administrative Information

Investigator In Charge (IIC): Johnson, Robert

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=33777>

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](#).