



Aviation Investigation Final Report

Location:	MONONGAHELA, Pennsylvania	Accident Number:	NYC84LA213
Date & Time:	June 18, 1984, 15:45 Local	Registration:	N55697
Aircraft:	PIPER PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE CERTIFIED FLT INSTRUCTOR (CFI) STATED THAT HE WAS GIVING MULTIENGINE INSTRUCTION. ALL BASIC SINGLE AND MULTI- ENGINE MANEUVERS HAD BEEN COMPLETED. THE CFI REDUCED THE PWR ON ONE ENGINE TO SIMULATE A SINGLE ENGINE LANDING. THE CFI STATED THAT A NORMAL APPROACH HAD BEEN FLOWN AND THAT ON TOUCHDOWN THE AIRCRAFT LANDED 'A LITTLE LONG AND FAST, THE LEFT MAIN GEAR TOUCHED AND WE BEGAN PORPOISING.' THE CFI CALLED FOR A GO-AROUND AND THE LANDING GEAR WARNING HORN SOUNDED. THE CFI TOOK CONTROL OF THE ACFT AND ATTEMPTED A GO-AROUND BUT THE RIGHT PROP STRUCK THE GROUND. HE REDUCED THE PWR AND THE ACFT SKIDDED TO A STOP ON THE RIGHT SIDE 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: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (F) EMERGENCY PROCEDURE - SIMULATED - DUAL STUDENT
 2. (F) ANXIETY/APPREHENSION - DUAL STUDENT

3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - DUAL STUDENT
4. (C) AIRSPEED - EXCESSIVE - DUAL STUDENT
5. (C) LEVEL OFF - IMPROPER - DUAL STUDENT
6. LANDING GEAR - OVERLOAD
7. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING

Findings

8. GO-AROUND - ATTEMPTED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Flight instructor	Age:	21, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2100 hours (Total, all aircraft), 40 hours (Total, this make and model), 1956 hours (Pilot In Command, all aircraft), 130 hours (Last 90 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N55697
Model/Series:	PA-34-200 PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7350237
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	March 1, 1984 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	60 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2393 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1E6
Registered Owner:	SECURITY AIRWAYS, INC.	Rated Power:	200 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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	3 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	MONONGAHELA , PA (G08)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	ROSTRAVEE G08	Runway Surface Type:	Asphalt
Airport Elevation:	1228 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.190753,-79.91999(est)

Administrative Information

Investigator In Charge (IIC): Taylor, Vernon

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=35687>

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](#).