



Aviation Investigation Final Report

Location:	W.MIFFLIN, Pennsylvania	Accident Number:	NYC89LA118
Date & Time:	April 15, 1989, 13:10 Local	Registration:	N8468H
Aircraft:	PIPER PA-34-220T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

BOTH THE NOSE GEAR AND THE LEFT MAIN GEAR COLLAPSED DURING LANDING. DAMAGE TO THE LEFT WING AND NOSE SECTION OF THE AIRPLANE INDICATED THAT A HARD LANDING WAS MADE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IMPROPER LEVEL OFF OF THE AIRCRAFT BY THE PILOT WHICH RESULTED IN A HARD LANDING AND SUBSEQUENT GEAR COLLAPSE.

Findings

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

Findings
1. (C) LEVEL OFF - IMPROPER - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
2. LANDING GEAR - OVERLOAD



Factual Information

Pilot Information

Certificate:	Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine land	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 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 11, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4202 hours (Total, all aircraft), 24 hours (Total, this make and model), 1529 hours (Pilot In Command, all aircraft), 89 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8468H
Model/Series:	PA-34-220T PA-34-220T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8233038
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 4, 1989 Unknown	Certified Max Gross Wt.:	4750 lbs
Time Since Last Inspection:	93 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3057 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-K8
Registered Owner:	CARLIN INVESTMENT CO.	Rated Power:	220 Horsepower
Operator:	CARLIN INVESTMENT CO.	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 4500 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLUMBUS , OH (CMH)	Type of Flight Plan Filed:	IFR
Destination:	W.MIFFLIN , PA (AGC)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ALLEGHENY CO. AGC	Runway Surface Type:	Asphalt
Airport Elevation:	1252 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	5000 ft / 50 ft	VFR Approach/Landing:	Full stop

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:	40.359676,-79.900711(est)

Administrative Information

Investigator In Charge (IIC): Twinejr., Chauncey

Additional Participating Persons: ; ALLEGHENY , PA

Original Publish Date: October 24, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=36397>

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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](#).