



Aviation Investigation Final Report

Location:	OPA LOCKA, Florida	Accident Number:	MIA96LA005
Date & Time:	October 10, 1995, 16:40 Local	Registration:	N4587P
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane veered to the left of the runway on landing roll and collided with a rock collapsing the nose landing gear.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE ON LANDING RESULTED IN A LOSS OF CONTROL, SLIDING OFF THE RUNWAY INTO A ROCK COLLAPSING THE LANDING GEAR.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Findings

2. (F) TERRAIN CONDITION - ROCK(S)/BOULDER(S)

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING

Findings

3. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

On October 10, 1995 about 1640 eastern daylight time, N4587P, a Piper PA-23-250, experienced a nose gear collapse on landing at Opa Locka West Airport Opa Locka, Florida, while on a 14 CFR Part 91 personal flight. Visual meteorological conditions prevailed at the time and no flight plan was filed for the local flight. The commercial pilot reported no injuries and the airplane was substantially damaged. The flight originated from Opa Locka Airport, Opa Locka, Florida, about 15 minutes earlier.

The pilot allowed the airplane to veer to the left on landing roll. The plane collided with a rock collapsing the nose landing gear.

Pilot Information

Certificate:	Commercial; Private	Age:	27, 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--no waivers/lim.	Last FAA Medical Exam:	September 20, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	285 hours (Total, all aircraft), 22 hours (Total, this make and model), 156 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4587P
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	27-96
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	August 21, 1995 Annual	Certified Max Gross Wt.:	4800 lbs
Time Since Last Inspection:	22 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4972 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1B5
Registered Owner:	IQBAL SALEEM	Rated Power:	250 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:	OPF	Distance from Accident Site:	
Observation Time:	17:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, FL (OPF)	Type of Flight Plan Filed:	None
Destination:	(X46)	Type of Clearance:	None
Departure Time:	16:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	OPA LOCKA WEST X46	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.239048,-80.090423(est)

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: ROBERT BLAKE;

Original Publish Date: February 27, 1996

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=37928>

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