



Aviation Investigation Final Report

Location:	CORDOVA, Alaska	Incident Number:	ANC89IA068
Date & Time:	May 4, 1989, 13:02 Local	Registration:	N47895
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Minor
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

DURING TOUCHDOWN, THE NOSE GEAR COLLAPSED AND THE AIRPLANE SETTLED ONTO ITS NOSE. A SUBSEQUENT INSPECTION OF THE NOSE GEAR ASSEMBLY REVEALED THAT THE UPPER TRUNION BOLT HAD FAILED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: FAILURE OF THE UPPER TRUNION BOLT WHICH NORMALLY HOLDS THE UPPER PORTION OF THE OVER CENTER DOWN LINK.

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	41, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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:	November 7, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8652 hours (Total, all aircraft), 8184 hours (Pilot In Command, all aircraft), 303 hours (Last 90 days, all aircraft), 135 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N47895
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7870012
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 17, 1989 100 hour	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	66 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	7405 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-EB
Registered Owner:	JOSEPH & ANNE WILBUR	Rated Power:	200 Horsepower
Operator:	WILBURS INCORPORATED	Operating Certificate(s) Held:	Commuter air carrier (135), On-demand air taxi (135)
Operator Does Business As:	WILBURS FLIGHT OPERATIONS	Operator Designator Code:	ESAA

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	15 miles
Lowest Ceiling:	Broken / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	5°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	ANCHORAGE , AK (ANC)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	12:01 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	CORDOVA MILE 13 CDV	Runway Surface Type:	Asphalt
Airport Elevation:	42 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	ADF/NDB
Runway Length/Width:	7499 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	60.790451,-145.610855(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date: August 26, 1992

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5129>

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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](#).