



Aviation Investigation Final Report

Location:	Provo, Utah	Accident Number:	DEN01LA114
Date & Time:	June 9, 2001, 12:55 Local	Registration:	N303RC
Aircraft:	Piper PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The instructor told an FAA inspector that he and his commercial-rated student had been in the pattern doing landings. He further stated that they came in "a little fast and when we touched down we ballooned." The pilot receiving instruction stated that "we were doing landings and approached a little fast and when the airplane touched down, we ballooned back into the air...the instructor was yelling at me and in the confusion I was not exactly sure what the instructor was saying." When the airplane touched down a second time, the right main and nose landing gear collapsed, and the propellers hit the runway. The flight instructor stated that "the student is believed to have inadvertently moved the gear selector switch from the down position to the up position causing the landing gear to retract."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: inadvertent retraction of the landing gear by the pilot rated student during landing roll. A contributing factor was the failure of the instructor to adequately supervise the student.

Findings

Occurrence #1: GEAR COLLAPSED

Phase of Operation: LANDING

Findings

1. (C) GEAR RETRACTION - INADVERTENT - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2: GEAR COLLAPSED

Phase of Operation: LANDING

Findings

3. (F) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. (F) PORPOISE/PILOT-INDUCED OSCILLATION - ENCOUNTERED - DUAL STUDENT

Factual Information

On June 9, 2001, at approximately 1255 mountain daylight time, a Piper PA-34-200, N303RC, was substantially damaged during a touch-and-go landing at Provo Municipal Airport, Provo, Utah. The flight instructor and commercial pilot receiving instruction were not injured. Visual meteorological conditions prevailed, and no flight plan was filed for this local instructional flight being conducted under Title 14 CFR Part 91. The flight originated at approximately 1100.

According to telephone statements obtained by an FAA Aviation Safety Inspector in the Salt Lake City Flight Standards District Office two days after the accident, the instructor stated that they had been in the pattern doing landings and that "we came in a little fast and when we touched down we ballooned." When they touched down a second time, the right main gear and nose gear collapsed, and the airplane skidded off to the right side of the runway. The pilot receiving instruction stated that "we were doing landings and approached a little fast and when we touched down we ballooned back into the air...the instructor was yelling at me and in the confusion, I was not exactly sure what the instructor was saying." When they touched down a second time, the right main and nose landing gear collapsed, and the propellers hit the runway.

The following is based on the instructor's accident report received at a later date. On the downwind leg, the pilot receiving instruction put the landing gear selector switch in the down position and all three green lights illuminated. The final approach and landing were normal. After the airplane was on the ground and the flaps were retracted, "the student is believed to have inadvertently moved the gear selector switch from the down position to the up position causing the landing gear to retract."

A maintenance manager for the Utah Valley State College examined the airplane. He said that the damage was "relatively slight." The right engine firewall was wrinkled at the lower right area just above the engine mount tube attachment point. Additional damage included the step aft of the right wing, wing and belly skins, the right hand wing tip, nose landing gear doors, and both propellers. The maintenance manager stated that he found the left main landing gear to be down and locked. After lifting the airplane off the ground, the landing gear extended properly. An inspection following the accident revealed no discrepancies or damage to the gear except to the nose landing gear doors.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	28, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 7, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 27, 2001
Flight Time:	879 hours (Total, all aircraft), 89 hours (Total, this make and model), 829 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 43 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Commercial; Flight instructor	Age:	39, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 3, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 12, 2001
Flight Time:	749 hours (Total, all aircraft), 22 hours (Total, this make and model), 690 hours (Pilot In Command, all aircraft), 225 hours (Last 90 days, all aircraft), 74 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N303RC
Model/Series:	PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7250016
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 10, 2001 100 hour	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-CES
Registered Owner:	Utah Valley State College	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPVU,4494 ft msl	Distance from Accident Site:	
Observation Time:	12:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	30°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Provo, UT (KPVU)	Type of Flight Plan Filed:	None
Destination:	Provo, UT	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Provo Municipal KPVU	Runway Surface Type:	Asphalt
Airport Elevation:	4494 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	8600 ft / 150 ft	VFR Approach/Landing:	Touch and go

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:	40.219188,-111.690452(est)

Administrative Information

Investigator In Charge (IIC): Wiemeyer, Norman

Additional Participating Persons:

Original Publish Date: February 20, 2002

Last Revision Date:

Investigation Class: [Class](#)

Note: The NTSB traveled to the scene of this accident.

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=52470>

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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](#).