



# Aviation Investigation Final Report

<b>Location:</b>	ATLANTA, Georgia	<b>Accident Number:</b>	ATL83FA189
<b>Date &amp; Time:</b>	May 16, 1983, 20:45 Local	<b>Registration:</b>	N8450Y
<b>Aircraft:</b>	PIPER PA-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

ACCORDING TO THE PLT, HE EXTENDED THE GEAR, GOT A SAFE GEAR DOWN INDICATION & MADE AN APPROACH WITH THE FLAPS RETRACTED. THE GEAR WARNING WAS NOT HEARD. THE PLT STATED THAT AFTER THE ACFT ROLLED ABOUT 1500 FT AFTER TOUCHDOWN, AND WITH ALL 3 GEAR ON THE SURFACE, THE RIGHT WING WAS SEEN & FELT TO DROP UNTIL THE RIGHT PROPELLER CONTACTED THE RWY. A MECHANIC (FBO EMPLOYEE) OBSERVED THE ACFT LAND & NOTED THE APPROACH WAS STABLE, THE LANDING GEAR WAS DOWN & THE FLAPS WERE UP. HOWEVER, HE STATED THAT AFTER TOUCHING DOWN, THE ACFT STARTED TO ROLL OUT, THEN 'HOPPED A LITTLE, LIKE HE PULLED BACK.' THE MECHANIC SAID THE 'DOORS CLOSED, LOOKED LIKE GEAR WENT UP & LOCKED, WENT DOWN & SLID ON ITS BELLY.' AN FAA INSPECTOR FOUND THE GEAR HANDLE DOWN, THE FLAPS UP & OBSERVED NO CIRCUIT BREAKERS WERE POPPED. DAMAGE WAS FOUND IN THE LANDING GEAR EXTENSION/RETRACTION SYS, BUT NO PREIMPACT FAILURE WAS FOUND.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: GEAR COLLAPSED  
Phase of Operation: LANDING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	November 24, 1982
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4500 hours (Total, all aircraft), 100 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N8450Y
<b>Model/Series:</b>	PA-30 PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-1609
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 30, 1983 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	33 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6426 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>	WILLIAM G. WALTON, DBA	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	TOMAHAWK AIRWAYS, INC.	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	FTY ,840 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	19:49 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 4000 ft AGL	<b>Visibility</b>	7 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	310°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ALBANY , GA (ABY )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	19:40 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	FULTON CO. FTY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	840 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4158 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.740367,-84.570159(est)

## Administrative Information

**Investigator In Charge (IIC):** Hicks, Preston

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=5915>

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