



Aviation Investigation Final Report

Location:	CHARLESTON, South Carolina	Accident Number:	ATL83LA098
Date & Time:	February 6, 1983, 12:45 Local	Registration:	N1810M
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT THE LANDING GEAR COLLAPSED AFTER ACFT HAD ROLLED APRX 1200 FT DURING THE LANDING. AN EXAM OF THE ACFT REVEALED THAT THE GEAR RETRACTION TRANSMISSION WAS TORN OUT OF ITS FUSELAGE BULKHEAD MOUNT, THE LANDING GEAR PUSH-PULL CABLE ROD ENDS WERE BROKEN & THE LANDING GEAR CIRCUIT BREAKER WAS POPPED OPEN. ALL FAILED PARTS HAD EVIDENCE OF OVERLOAD FAILURES. NO PREEXISTING CRACKS OR SYS MALFUNCTIONS WERE NOTED.

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 - ROLL

- Findings
1. (C) GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	29, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1810M
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30338
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	October 12, 1982 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	1116 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3936 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	IO-360
Registered Owner:	JUAN R. HERNANDEZ	Rated Power:	200 Horsepower
Operator:	DEVOE AVIATION	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 300 ft AGL	Visibility	3 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	11°C / 9°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	OPALOCKA , FL (OPA)	Type of Flight Plan Filed:	IFR
Destination:	WILMINGTON , NC (ILM)	Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	CHARLESTON INTERNATIONAL CHS	Runway Surface Type:	Asphalt
Airport Elevation:	45 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Sundeen, Gene

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=6004>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).