



Aviation Investigation Final Report

Location:	AUBURN, Alabama	Accident Number:	ATL82DA156
Date & Time:	June 5, 1982, 12:00 Local	Registration:	N1AU
Aircraft:	PIPER PA-23-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

WHILE ON A DOWNWIND FOR A LANDING IN MULTI-ENGINE TRAINING, THE NOSE GEAR WOULD NOT EXTEND. ALL EFFORTS TO EXTEND THE NOSE GEAR, INCLUDING A BOUNCED LANDING, WERE UNSUCCESSFUL. THE AIRCREW INTENDED TO LAND ON THE MAIN GEAR AND THEN HOLD THE NOSE OFF UNTIL THE AIRCRAFT SLOWED. THE MULTI-ENGINE INSTRUCTOR (IP), WHO OCCUPIED THE RIGHT SEAT, ESTABLISHED THE AIRCRAFT ON A STRAIGHT-IN FINAL APPROACH WITH 1/2 FLAPS AND ZERO THRUST (10 IN HG) ON BOTH ENGINES. WHILE STILL AIRBORNE, THE IP COMMANDED THE STUDENT (A SINGLE-ENGINE IP) TO FEATHER BOTH PROPELLERS AND SHUT DOWN BOTH ENGINES. IMMEDIATELY THE RATE OF DESCENT INCREASED AND THE PLANE TOUCHED DOWN ON AN EMBANKMENT ABOUT 45 FT SHORT OF THE RUNWAY. THE PLANE BOUNCED, AND AFTER A SECOND TOUCHDOWN, THE NOSE CONTACTED THE RUNWAY ABOUT 55 FT BEYOND THE TOUCHDOWN POINT AND WAS DAMAGED. AN INVESTIGATION REVEALED THAT A ROCKING NUT WHICH RETAINED THE NOSEWHEEL, WAS MISSING. THE AIRCRAFT HAD UNDERGONE A 100 HR INSPECTION ABOUT 8 HOURS PREVIOUS TO THE ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. MAINTENANCE,100-HOUR INSPECTION - PERFORMED - OTHER MAINTENANCE PERSONNEL
2. (C) LANDING GEAR,WHEEL - LOOSE
3. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
4. (C) LANDING GEAR,NOSE GEAR - JAMMED
5. (C) PROPELLER FEATHERING - PREMATURE - PILOT IN COMMAND(CFI)

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
7. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND(CFI)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 1, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2825 hours (Total, all aircraft), 821 hours (Total, this make and model), 2689 hours (Pilot In Command, all aircraft), 73 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1AU
Model/Series:	PA-23-250 PA-23-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	27-3586
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5200 lbs
Time Since Last Inspection:	8 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4354 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-540C4B5
Registered Owner:	AUBURN UNIVERSITY AVIATION	Rated Power:	250 Horsepower
Operator:	AUBURN UNIVERSITY AVIATION	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	82°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	AUBURN , AL (AUO)	Type of Flight Plan Filed:	None
Destination:	AUBURN , AL (AUO)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:	ROBERT G. PITTS AUO	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3945 ft / 75 ft	VFR Approach/Landing:	None

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:	32.589195,-85.480506(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 5, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=69840>

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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](#).