



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | PRESCOTT, Arizona                    | <b>Accident Number:</b> | LAX83LA062  |
| <b>Date &amp; Time:</b>        | December 31, 1982, 11:40 Local       | <b>Registration:</b>    | N477BL      |
| <b>Aircraft:</b>               | PIPER PA-34-200T                     | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

THE RIGHT MAIN LANDING GEAR COLLAPSED DURING THE LANDING ROLL. ON-SCENE EXAMINATION REVEALED THAT THE RIGHT MAIN GEAR WAS DOWN & LOCKED, BUT A MATERIAL FAILURE IN THE TRUNNION ALLOWED THE GEAR TO ROTATE OUT & CLOCKWISE LEADING TO COLLAPSE. A SIMILARLY LOCATED CRACK HAD BEEN DISCOVERED ON THE LEFT MAIN GEAR ASSEMBLY 67 FLIGHT-HOURS BEFORE THE ACCIDENT. INSPECTION OF THE RIGHT GEAR ASSEMBLY AT THAT TIME REVEALED NO DISCREPANCIES.

## Probable Cause and Findings

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

### Findings

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

#### Findings

1. (C) LANDING GEAR,MAIN GEAR - CRACKED
2. (C) LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

## Factual Information

### Pilot Information

|                                  |   |  |              |
|----------------------------------|---|--|--------------|
| <b>Certificate:</b>              | Private   | <b>Age:</b>                              | 39, Male     |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land   | <b>Seat Occupied:</b>                    | Unknown      |
| <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>     | None  | <b>Toxicology Performed:</b>             | No           |
| <b>Medical Certification:</b>    | Unknown Valid Medical—no waivers/lim.   | <b>Last FAA Medical Exam:</b>            | June 3, 1981 |
| <b>Occupational Pilot:</b>       | UNK   | <b>Last Flight Review or Equivalent:</b> |              |
| <b>Flight Time:</b>              | 920 hours (Total, all aircraft), 413 hours (Total, this make and model), 751 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |              |

### Aircraft and Owner/Operator Information

|                                      |                        |                                       |                 |
|--------------------------------------|------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | PIPER                  | <b>Registration:</b>                  | N477BL          |
| <b>Model/Series:</b>                 | PA-34-200T PA-34-200T  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                        | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    |                        | <b>Serial Number:</b>                 | 34-7870292      |
| <b>Landing Gear Type:</b>            | Retractable - Tricycle | <b>Seats:</b>                         | 7               |
| <b>Date/Type of Last Inspection:</b> | Unknown                | <b>Certified Max Gross Wt.:</b>       | 4750 lbs        |
| <b>Time Since Last Inspection:</b>   | 76 Hrs                 | <b>Engines:</b>                       | 2 Reciprocating |
| <b>Airframe Total Time:</b>          | 1756 Hrs               | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed              | <b>Engine Model/Series:</b>           | TSIO-360-EB1A   |
| <b>Registered Owner:</b>             | ROBERT G. MILNE, III   | <b>Rated Power:</b>                   | 200 Horsepower  |
| <b>Operator:</b>                     | ROBERT G. MILNE, III   | <b>Operating Certificate(s) Held:</b> |                 |
| <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>                  | Day      |
| <b>Observation Facility, Elevation:</b> | PRC                              | <b>Distance from Accident Site:</b>         |          |
| <b>Observation Time:</b>                |                                  | <b>Direction from Accident Site:</b>        |          |
| <b>Lowest Cloud Condition:</b>          | Clear                            | <b>Visibility</b>                           | 40 miles |
| <b>Lowest Ceiling:</b>                  | Unknown                          | <b>Visibility (RVR):</b>                    |          |
| <b>Wind Speed/Gusts:</b>                | 7 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 310°                             | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               | 30 inches Hg                     | <b>Temperature/Dew Point:</b>               | 28°C     |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |          |
| <b>Departure Point:</b>                 | SANTA MONICA , CA (C )           | <b>Type of Flight Plan Filed:</b>           | IFR      |
| <b>Destination:</b>                     | PRESCOTT , AZ (C )               | <b>Type of Clearance:</b>                   |          |
| <b>Departure Time:</b>                  | 08:30 Local                      | <b>Type of Airspace:</b>                    |          |

## Airport Information

|                             |                    |                                  |                    |
|-----------------------------|--------------------|----------------------------------|--------------------|
| <b>Airport:</b>             | ERNEST A. LOVE PRC | <b>Runway Surface Type:</b>      | Asphalt            |
| <b>Airport Elevation:</b>   | 0 ft msl           | <b>Runway Surface Condition:</b> | Slush covered;Snow |
| <b>Runway Used:</b>         | 3                  | <b>IFR Approach:</b>             |                    |
| <b>Runway Length/Width:</b> | 7618 ft / 150 ft   | <b>VFR Approach/Landing:</b>     | Traffic pattern    |

## Wreckage and Impact Information

|                            |        |                             |                            |
|----------------------------|--------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 34.620491,-112.419975(est) |

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** December 31, 1983

**Last Revision Date:**

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

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=72307>

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.

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