



Aviation Investigation Final Report

Location:	COLLEGEDALE, Tennessee	Accident Number:	ATL88LA005
Date & Time:	October 8, 1987, 18:45 Local	Registration:	N5988P
Aircraft:	PIPER PA-24-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRPLANE TOUCHED DOWN WHILE THE LDG GEAR WERE EXTENDING. A WITNESS REPORTED THAT THE ACFT BEGAN THE LDG FLARE WITH THE GEAR COMPLETELY RETRACTED, AND THAT THE GEAR BEGAN TO EXTEND WHEN THE AIRPLANE WAS 3-4 FT ABOVE THE RWY. THE MAIN LDG GEAR CONTACTED THE RWY AND COLLAPSED. THE ENGINE SOUND IMMEDIATELY INCREASED TO A 'HIGH PWR LEVEL' AND THE ACFT LIFTED OFF AT A HIGH CLIMB ANGLE. AT 10-12 FT AGL, THE ENGINE SOUND 'CUT SHARPLY' AND THE ACFT DROPPED BACK TO THE RWY AND SLID TO A STOP. ANOTHER WITNESS REPORTED THAT AS THE ACFT CROSSED THE RWY THRESHOLD, THE PLT WAS ADVISED VIA UNICOM TO CHECK HIS LDG GEAR. THE WITNESS OBSERVED THE LDG GEAR BEGIN TO EXTEND SHORTLY THEREAFTER.

Probable Cause and Findings

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

Findings

Occurrence #1: GEAR NOT EXTENDED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

2. (C) GEAR EXTENSION - DELAYED - PILOT IN COMMAND
3. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
4. ABORTED LANDING - ATTEMPTED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	September 2, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	970 hours (Total, all aircraft), 90 hours (Total, this make and model), 690 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5988P
Model/Series:	PA-24-180 PA-24-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1081
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 13, 1986 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2552 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360-A1A
Registered Owner:	EDGAR H. LAWMAN, JR.	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None
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:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHATTANOOGA , TN (CHA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:35 Local	Type of Airspace:	Class G

Airport Information

Airport:	COLLEGEDALE MUNICIPAL 3M3	Runway Surface Type:	Asphalt
Airport Elevation:	860 ft msl	Runway Surface Condition:	Dry
Runway Used:	3	IFR Approach:	None
Runway Length/Width:	3335 ft / 75 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.049919,-85.050521(est)

Administrative Information

Investigator In Charge (IIC):	Strickland, Scott
Additional Participating Persons:	JOHN R TOY; NASHVILLE , TN
Original Publish Date:	May 16, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=7650

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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](#).