



Aviation Investigation Final Report

Location:	LAURENS, South Carolina	Accident Number:	ATL88LA223
Date & Time:	August 1, 1988, 18:00 Local	Registration:	N8191J
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD THAT WHEN HE LANDED, EVERYTHING SEEMED NORMAL UNTIL HE WAS LOWERING THE NOSE TO THE RWY DRG THE LANDING ROLL. AT THAT TIME, THE LEFT WING BEGAN TO SETTLE. AT FIRST, HE THOUGHT THE LEFT TIRE WAS GOING FLAT, BUT THE SETTling CONTINUED. SUBSEQUENTLY, THE ACFT WENT OFF THE LEFT SIDE OF THE RWY & DAMAGED 2 RWY LIGHTS BEFORE SKIDDING TO A STOP. AN EXAM REVEALED THE LEFT MAIN GEAR STRUT HOUSING/TRUNNION HAD FAILED. A METALLURGICAL EXAM REVEALED THE PRESENCE OF FATIGUE IN THE STRUT BARREL.

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 STRUT - FATIGUE

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

- 2. DIRECTIONAL CONTROL - NOT POSSIBLE
- 3. GROUND LOOP/SWERVE - UNCONTROLLED

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

- 4. OBJECT - RUNWAY LIGHT

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	33, 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):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	August 7, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4207 hours (Total, all aircraft), 254 hours (Total, this make and model), 4176 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8191J
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8070191
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	May 6, 1988 Annual	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:	97 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	1818 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	LTSIO-360-E
Registered Owner:	JULIAN G. HUNT	Rated Power:	200 Horsepower
Operator:	CABEZA, ANTHONY R.	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:	GSP ,972 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	17:51 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	36°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GREENVILLE , SC (GMU)	Type of Flight Plan Filed:	None
Destination:	N. MYRTLE BEACH, SC (CRE)	Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAURENS COUNTY 34A	Runway Surface Type:	Asphalt
Airport Elevation:	698 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	3200 ft / 60 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:	34.499687,-82.019531(est)

Administrative Information

Investigator In Charge (IIC):	Stiner, Walter
Additional Participating Persons:	L P SHERRER; COLUMBIA , SC
Original Publish Date:	December 3, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=7794

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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](#).