



# Aviation Investigation Final Report

<b>Location:</b>	Orangeburg, South Carolina	<b>Accident Number:</b>	GAA17CA563
<b>Date &amp; Time:</b>	September 28, 2017, 11:00 Local	<b>Registration:</b>	N4734Z
<b>Aircraft:</b>	Piper PA 22	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, during touchdown, the right main landing gear tire failed. Subsequently, the airplane veered to the right, and a postimpact fire ensued.

The airplane was destroyed during the postimpact fire.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

## Probable Cause and Findings

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

A failed main landing gear tire for reasons that could not be determined due to postcrash fire damage.

## Findings

<b>Not determined</b>	(general) - Unknown/Not determined
<b>Aircraft</b>	Directional control - Not specified

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Miscellaneous/other (Defining event)
<b>Landing-landing roll</b>	Loss of control on ground
<b>Landing-landing roll</b>	Fire/smoke (non-impact)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	76, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 28, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 27, 2016
<b>Flight Time:</b>	(Estimated) 541 hours (Total, all aircraft), 287 hours (Total, this make and model), 365 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N4734Z
<b>Model/Series:</b>	PA 22 108	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1961	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	22-8282
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 1, 2017 Annual	<b>Certified Max Gross Wt.:</b>	1650 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3321.25 Hrs as of last inspection	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	O-235-C1B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	108 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KOGB,197 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:53 Local	<b>Direction from Accident Site:</b>	41°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 19°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	RIDGELAND, SC (3J1 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Orangeburg, SC (OGB )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ORANGEBURG MUNI OGB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	195 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	05	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4508 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	33.456943,-80.863334(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Vanover, Jackie
<b>Additional Participating Persons:</b>	Daryl L McMillan; FAA; West Columbia, SC
<b>Original Publish Date:</b>	June 14, 2018
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=96109">https://data.nts.gov/Docket?ProjectID=96109</a>

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](#).