



National Transportation Safety Board Aviation Accident Final Report

Location:	TEXARKANA, AR	Accident Number:	MKC88LA051
Date & Time:	02/02/1988, 2020 CST	Registration:	N2824M
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

FOLLOWING THE COMPLETION OF THE ILS APPROACH AND LANDING ON RUNWAY 22 AT THE TEXARKANA, ARKANSAS AIRPORT THE NOSE GEAR OF THE AIRCRAFT COLLAPSED DURING THE LANDING ROLL. THE AIRCRAFT COLLIDED WITH THE RUNWAY CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. THE COMMERCIAL PILOT AND THREE PASSENGERS WERE NOT INJURED. CAUSE OF THE NOSE GEAR COLLAPSE WAS NOT DETERMINED.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/02/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9300 hours (Total, all aircraft), 1150 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 95 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N2824M
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	347870095
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4570 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	2510 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TIO-360
Registered Owner:	N&N PARTNERS	Rated Power:	200 hp
Operator:	JOHN DAVIS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	TXK, 389 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2020 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 1900 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2° C / -3° C
Precipitation and Obscuration:			
Departure Point:	HOT SPRINGS, AR (HOT)	Type of Flight Plan Filed:	IFR
Destination:	TEXARKANA, AR (TXK)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class D; Class E

Airport Information

Airport:	TEXARKANA (TXK)	Runway Surface Type:	Asphalt
Airport Elevation:	389 ft	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	ILS
Runway Length/Width:	6601 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BOB L DICKENS	Report Date:	07/26/1989
Additional Participating Persons:	JOHN MALONE; LITTLE ROCK, AR		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).