



National Transportation Safety Board Aviation Accident Data Summary

Location:	LAURENS, SC	Accident Number:	ATL88LA223
Date & Time:	08/01/1988, 1800 EDT	Registration:	N8191J
Aircraft:	PIPER PA-34-200T	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

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

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	33
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
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	Engines:	2 Reciprocating
Operator:	CABEZA, ANTHONY R.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	LTSIO-360-E
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GSP, 972 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 90°
Temperature:	36° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	GREENVILLE, SC (GMU)	Destination:	N. MYRTLE BEACH, SC (CRE)

Airport Information

Airport:	LAURENS COUNTY (34A)	Runway Surface Type:	Asphalt
Runway Used:	7	Runway Surface Condition:	Dry
Runway Length/Width:	3200 ft / 60 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): WALTER G STINER

Adopted Date: 12/03/1989

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.