



National Transportation Safety Board Aviation Incident Final Report

Location:	FOLKSTON, GA	Incident Number:	MIA86IA069
Date & Time:	02/01/1986, 1945 EST	Registration:	N9784Q
Aircraft:	PIPER PA-60	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT STATED THAT WHILE ON A FLIGHT FROM TAMPA, TO JACKSONVILLE FL, HE MADE AN UNAUTHORIZED DEVIATION & LANDED AT DAVIS FIELD FOLKSTON GA, WHERE THE LEFT MAIN LANDING GEAR COLLAPSED. POST CRASH EXAMINATION OF THE ACFT REVEALED THAT THE GEAR COLLAPSED DUE TO THE FAILURE OF THE LEFT MAIN LANDING GEAR OUTBOARD RETRACT STRUT ASS'Y.

Probable Cause and Findings

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

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
1. (C) LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/10/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2189 hours (Total, all aircraft), 245 hours (Total, this make and model), 1298 hours (Pilot In Command, all aircraft), 205 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9784Q
Model/Series:	PA-60 PA-60	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	60-0416-143
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	5500 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-540-KIF5
Registered Owner:	TOP FLIGHT AIR SERIVCE	Rated Power:	290 hp
Operator:	TOP FLIGHT AIR SERIVCE	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	JAX, 30 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1945 EST	Direction from Accident Site:	350°
Lowest Cloud Condition:	Scattered / 10000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / 12° C
Precipitation and Obscuration:			
Departure Point:	TAMPA, FL (X16)	Type of Flight Plan Filed:	None
Destination:	JACKSONVILLE, FL (JAX)	Type of Clearance:	None
Departure Time:	1630 EST	Type of Airspace:	Class E

Airport Information

Airport:	DAVIS FIELD (3J6)	Runway Surface Type:	Asphalt
Airport Elevation:	68 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2500 ft / 50 ft	VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	BRUCE J HILL	Report Date:	
Additional Participating Persons:			
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](#).