



National Transportation Safety Board Aviation Accident Data Summary

Location:	HICKORY, NC	Accident Number:	ATL84LA215
Date & Time:	07/01/1984, 1443 EDT	Registration:	N4886T
Aircraft:	PIPER PA-34-200	Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

ACFT LANDED WITH THE NOSE GEAR RETRACTED. EXAMINATION REVEALED THAT THE NOSE GEAR WAS HUNG UP IN THE WHEEL WELL BECAUSE AN AN4-12 BOLT, WHICH SECURED THE NOSE GEAR CENTERING SPRING ASS'Y, WAS HUNG UP IN THE GEAR DOOR LINKAGE. AN ANNUAL INSPECTION WAS COMPLETED 20 HRS PREVIOUS TO THE ACCIDENT AT WHICH TIME THE BOLT & BUSHINGS ON THE SHIMMY DAMPENER WERE REPLACED. THE PA-34 MAINT MANUAL INDICATES THAT THE CORRECT BOLT, A AN24-20A, SHOULD BE INSTALLED WITH THE BOLT HEAD DOWN & WITH A MS20364-428C LOCK NUT. THE BOLT THAT HUNG UP WAS INSTALLED WITH THE BOLT HEAD UP & WAS SECURED BY A CASTLE NUT & COTTER KEY. PIPER SERVICE LETTER 852, DATED 9/14/78, ADDRESSED THE POTENTIAL IMPROPER INSTALLATION OF THE BOLT & ANNOUNCED THE AVAILABILITY OF A PLACARD TO REMIND MECHANICS OF THE REQUIRED METHOD OF INSTALLATION. THE SERVICE LETTER NOTES THAT WHEN THE BOLT IS INSTALLED INCORRECTLY, NOSE GEAR OPERATION CAN BE RESTRICTED IN THE GEAR UP POSITION. THE NON-MANDATORY SERVICE LETTER HAD NOT BEEN COMPLIED WITH IN N4886T.

Probable Cause

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: APPROACH

Findings

1. (C) LANDING GEAR, NOSE GEAR - IMPROPER
2. (C) MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) MAINTENANCE, SERVICE BULLETIN/LETTER - NOT FOLLOWED - OTHER MAINTENANCE PERSONNEL
4. (C) LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - JAMMED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
6. (F) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Pilot Information

Certificate:	Commercial	Age:	51
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
Flight Time:	2428 hours (Total, all aircraft), 664 hours (Total, this make and model), 2350 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N4886T
Model/Series:	PA-34-200 PA-34-200	Engines:	2 Reciprocating
Operator:	CALYPSO EQUIPMENT, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	IO-360-C1E6
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:	HKY, 1189 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 240°
Temperature:	27° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	ASHEVILLE, NC (AVL)	Destination:	BANNER ELK, NC (5A7)

Airport Information

Airport:	HICKORY (HKY)	Runway Surface Type:	Grass/turf
Runway Used:	19	Runway Surface Condition:	
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JOHN B DRAKE

Adopted 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/>.

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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.