



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Ft. Lauderdale, FL	<b>Accident Number:</b>	ATL02LA149
<b>Date &amp; Time:</b>	08/01/2002, 1347 EDT	<b>Registration:</b>	N957T
<b>Aircraft:</b>	Piper PA-32R-301	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the private pilot, as he applied braking action during rollout, the airplane began to veer left. Although he added right rudder to correct the problem, he was not able to stop the airplane from veering to the left. The right main landing gear collapsed and the airplane spun around approximately 180 degrees, coming to rest on the runway surface. Examination of the airplane revealed a significant amount of side load had occurred, and both the left and right main landing gears collapsed to the left. The right wing was damaged when the landing gear collapsed. There were several tire marks on the runway that terminated at the point where the airplane rested. The pilot did not report a mechanical problem with the airplane prior to and during the accident sequence of events.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Pilot in command failed to maintain directional control of the airplane during the landing roll that resulted in a ground loop and the overload failure of the right main landing gear.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LANDING GEAR, MAIN GEAR - OVERLOAD
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

## Factual Information

On August 1, 2002, at 1347 eastern daylight time a Piper PA-32R-301, N957T, registered to B & B Contracting and operated by a private pilot, right main landing gear collapsed while taxiing after landing at Fort Lauderdale Executive Airport in Fort Lauderdale, Florida. The personal flight operated under the provisions of Title 14 CFR Part 91 with an instrument flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane was substantially damaged, and the private pilot and passenger were not injured. The flight departed Naples, Florida, at 1300 on August 1, 2001.

According to the private pilot, as he applied braking action during rollout after landing the airplane began to veer left. Although the pilot added right rudder to correct the problem, he was not able to stop the airplane from veering to the left. The right main landing gear collapsed and the airplane spun around approximately 180 degrees, coming to rest on the runway surface with a heading of 130 degrees.

Examination of the airplane revealed a significant amount of side load had occurred, and both the left and right main landing gear collapsed to the left as a result. The right wing was damaged when the landing gear collapsed. There were several tire marks on the runway that terminated at the point where the airplane rested. The pilot did not report a mechanical problem with the airplane prior to and during the accident sequence of events. The recorded winds were variable at three knots.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51, 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>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/03/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	02/01/2001
<b>Flight Time:</b>	418 hours (Total, all aircraft), 300 hours (Total, this make and model), 418 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N957T
Model/Series:	PA-32R-301	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	3246176
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	07/01/2002, Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	418 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-540
Registered Owner:	B & B Contracting Inc.	Rated Power:	300 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FXE, 13 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1353 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4900 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	34°C / 22°C
Precipitation and Obscuration:			
Departure Point:	Naples, FL (APF)	Type of Flight Plan Filed:	IFR
Destination:	Ft. Lauderdale, FL (FXE)	Type of Clearance:	IFR
Departure Time:	1300 EDT	Type of Airspace:	Class C

## Airport Information

Airport:	FORT LAUDERDALE EXECUTIVE (FXE)	Runway Surface Type:	Asphalt
Airport Elevation:	13 ft	Runway Surface Condition:	
Runway Used:	310	IFR Approach:	Unknown
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	26.197222, -80.170556

## Administrative Information

**Investigator In Charge (IIC):** Phillip Powell **Report Date:** 11/25/2003

**Additional Participating Persons:** Michael K Walters; FAA Ft. Lauderdale FSDO; Ft. Lauderdale, FL

**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](mailto: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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).