



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	51
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N957T
<b>Model/Series:</b>	PA-32R-301	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-540
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	FXE, 13 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>		<b>Wind Speed/Gusts, Direction:</b>	3 knots / , Variable
<b>Temperature:</b>	34° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Naples, FL (APF)	<b>Destination:</b>	Ft. Lauderdale, FL (FXE)

## Airport Information

<b>Airport:</b>	FORT LAUDERDALE EXECUTIVE (FXE)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	310	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	4000 ft / 100 ft		

## 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>Latitude, Longitude:</b>	26.197222, -80.170556		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Phillip Powell	<b>Adopted Date:</b>	11/25/2003
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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