



National Transportation Safety Board Aviation Accident Final Report

Location:	STEVENSON, AL	Accident Number:	ATL82DA151
Date & Time:	06/01/1982, 1720 CDT	Registration:	N28945
Aircraft:	PIPER PA-34-200T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

MAIN GEAR RETRACTED DURING LANDING ROLL. A FAULTY RELAY WAS FOUND IN THE RETRACTING SYSTEM. PIPER PART NUMBER 484373.

Probable Cause and Findings

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, GEAR LOCKING MECHANISM - FAILURE, TOTAL
2. (C) ELECTRICAL SYSTEM, ELECTRIC RELAY - DETERIORATED

Factual Information

Pilot Information

Certificate:	Private	Age:	32, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	09/15/1980
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2313 hours (Total, all aircraft), 743 hours (Total, this make and model), 2213 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N28945
Model/Series:	PA-34-200T PA-34-200T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	8070062
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	4000 lbs
Time Since Last Inspection:	83 Hours	Engines:	2 Reciprocating
Airframe Total Time:	881 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TISO-360
Registered Owner:	ANDERSON CHEMICAL COMPANY	Rated Power:	200 hp
Operator:	ANDERSON CHEMICAL COMPANY	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	90° C / 0° C
Precipitation and Obscuration:			
Departure Point:	MACON, GA	Type of Flight Plan Filed:	None
Destination:	NASSAU, BAHAMAS	Type of Clearance:	None
Departure Time:	1730	Type of Airspace:	

Airport Information

Airport:	BRIDGEPORT MUNICIPAL	Runway Surface Type:	Macadam
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	None

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
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):		Report Date:	06/01/1983
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](#).