



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Robbinsville, NJ	<b>Accident Number:</b>	IAD05LA001
<b>Date &amp; Time:</b>	10/02/2004, 1430 EDT	<b>Registration:</b>	N5507V
<b>Aircraft:</b>	Piper PA-34-200T	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

During the takeoff roll, and at an indicated airspeed of about 70 to 75 knots, the pilot felt the nose of the airplane dip and then rise off the ground. The pilot pushed the control yoke forward to level the airplane; it contacted the runway, and then skidded to a stop. The landing gear collapsed. Examination of the airplane revealed that the stabilator trim rod forward attachment hardware and the aft attachment nut were not installed. Photographs of the stabilator trim tab attachment point showed that it was visible and not obscured by any cowlings or coverings. The loss of the forward attachment hardware would result in an abnormal response, or "lightening," of the stabilator control. About 60 flight hours and 11 months prior to the accident, a repair station had removed, repaired, and reinstalled the stabilator trim tab.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The repair station's improper installation of the stabilator trim tab. A factor was the pilot's inadequate preflight inspection of the airplane.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. MISCELLANEOUS,BOLT/NUT/FASTENER/CLAMP/SPRING - NOT SECURED
2. STABILATOR TRIM - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
4. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

Occurrence #4: GEAR COLLAPSED  
Phase of Operation: TAKEOFF

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	60
<b>Airplane Rating(s):</b>	Multi-engine Land; 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>	1833 hours (Total, all aircraft), 716 hours (Total, this make and model), 1714 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N5507V
<b>Model/Series:</b>	PA-34-200T	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Eugenia M. Singer	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360
<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>	TTN, 213 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 2300 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 160°
<b>Temperature:</b>	18° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Robbinsville, NJ (N87)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	Trenton-Robbinsville Airport (N87)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	11	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>	4275 ft / 80 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	40.213889, -74.601667		

## Administrative Information

**Investigator In Charge (IIC):** Robert L Pearce

**Adopted Date:** 02/24/2005

**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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