



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Lubbock, TX	<b>Accident Number:</b>	DFW06CA018
<b>Date &amp; Time:</b>	11/02/2005, 1730 CST	<b>Registration:</b>	N828MC
<b>Aircraft:</b>	Piper PA28A	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The 485-hour flight instructor and the 11-hour student pilot were executing a crosswind landing during a local training flight. Shortly after touch down on Runway 17R, the nose landing gear collapsed, and the airplane began to skid down the runway. While attempting to bring the airplane to a stop, the propeller and left wing contacted the ground. The winds at the time of the mishap were reported from 180 degrees at 11 knots. An examination of the airplane by an Federal Aviation Administration (FAA) inspector revealed that the axel for the nose landing gear was missing and it was later located along the centerline of the runway. The lock nut securing the axle to the landing gear assembly was not located, and it was not determined why the nut was not in place. The last annual inspection was completed on October 24, 2005, about 22.2 hours prior to the mishap. No recent maintenance was reported on the nose landing gear assembly.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inability to maintain directional control of the airplane while landing due to the separation of the nose landing gear tire assembly.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) LANDING GEAR,AXLE - NOT SECURED
2. (C) LANDING GEAR,WHEEL - SEPARATION
3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND(CFI)

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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	22
<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>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	485 hours (Total, all aircraft), 400 hours (Total, this make and model), 370 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Student Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	21
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N828MC
<b>Model/Series:</b>	PA28A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Louis Hilliard	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O 360 A4A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LBB, 3282 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	17 knots / , 180°
<b>Temperature:</b>	22° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Lubbock, TX	<b>Destination:</b>	Lubbock, TX

## Airport Information

<b>Airport:</b>	Lubbock International Airport (KLBB)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	17R	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	11500 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	33.663611, -101.822778		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Frank McGill	<b>Adopted Date:</b>	07/25/2007
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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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