



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Burlington, NC	<b>Accident Number:</b>	ATL06CA040
<b>Date &amp; Time:</b>	02/01/2006, 0940 EST	<b>Registration:</b>	N3581C
<b>Aircraft:</b>	Piper PA-31-350	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Executive/Corporate		

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## Analysis

The pilot stated that he entered a left downwind for runway 06 and extended his downwind due to another airplane being on left base for the same runway. He turned final and made several s-turns while waiting on the other airplane to clear the runway. Once the other airplane cleared the runway the pilot stated, "I lined up with the runway 06 and flared to land. My main landing gear struck the end of the pavement and sheared the left main gear." The pilot did not report any mechanical problems before the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of altitude/distance which resulted in an undershoot of the runway and subsequent impact with the runway collapsing the main landing gear.

## Findings

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Occurrence #1: UNDERSHOOT

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - OTHER

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Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; 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>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	01/01/2006
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	04/01/2005
<b>Flight Time:</b>	12360 hours (Total, all aircraft), 6000 hours (Total, this make and model), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3581C
<b>Model/Series:</b>	PA-31-350	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	31-8052091
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	11/01/2005, Annual	<b>Certified Max Gross Wt.:</b>	7000 lbs
<b>Time Since Last Inspection:</b>	76 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	23432.4 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	TIO-540-J28D
<b>Registered Owner:</b>	LabCorp	<b>Rated Power:</b>	350 hp
<b>Operator:</b>	LabCorp	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KBUY, 617 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0954 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.08 inches Hg	Temperature/Dew Point:	4° C / -3° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Manassas, VA (KHEF)	Type of Flight Plan Filed:	IFR
Destination:	Burlington, NC (KBUY)	Type of Clearance:	IFR
Departure Time:	0840 EST	Type of Airspace:	

## Airport Information

Airport:	Burlington-Alamance Regional (KBUY)	Runway Surface Type:	Asphalt
Airport Elevation:	617 ft	Runway Surface Condition:	Dry
Runway Used:	06	IFR Approach:	None
Runway Length/Width:	5000 ft / 120 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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:	36.048333, -79.474722

## Administrative Information

Investigator In Charge (IIC):	Butch Wilson	Report Date:	05/30/2006
Additional Participating Persons:	Mike Harville; FSDO 05 Greensboro; Greensboro, NC		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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 <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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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](#).