



National Transportation Safety Board Aviation Accident Data Summary

Location:	COALINGA, CA	Accident Number:	LAX00LA112
Date & Time:	03/01/2000, 1600 PST	Registration:	N8170S
Aircraft:	Piper PA-32R-301T	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The landing gear collapsed during a precautionary landing following a complete electrical system failure. The airplane experienced a complete electrical failure during cruise. The pilot decided to make a precautionary landing and diverted to an alternate airport. He shut down all electrical items when he became aware of the electrical system failure. As he neared the alternate airport, he slowed the airplane down to the normal gear extension speed, lowered the gear with the automatic switch, and felt the landing gear extend. He stated that because there were no landing gear lights illuminated he could not verify that the landing gear was in the locked position. He then conducted the emergency gear extension checklist, and noted that his airspeed and power were consistent with what he associated with the landing gear being in the down position. Touchdown was normal, but on the landing rollout, the nose and left main landing gear collapsed and the left wing struck a taxi light. Prior to exiting the airplane, the pilot shut off the master switch. During the recovery of the airplane, it was raised on jacks and the landing gear was extended with no discrepancies noted. During repair work on the airplane, a landing gear extension/retraction test was conducted, with no system anomalies noted. The inspection of the airplane was unable to determine the cause of the electrical failure.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the landing gear for undetermined reasons to go into the locked position after the pilot conducted a manual and emergency gear extension. A factor in the accident was the undetermined failure of the electrical system.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE - NORMAL

Findings

1. ELECTRICAL SYSTEM - FAILURE, TOTAL
 2. REASON FOR OCCURRENCE UNDETERMINED
 3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - MALFUNCTION
 4. (C) REASON FOR OCCURRENCE UNDETERMINED
-

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

Findings

- 5. LANDING GEAR,GEAR INDICATING SYSTEM - INOPERATIVE
 - 6. GEAR DOWN AND LOCKED - INFORMATION INSUFFICIENT - PILOT IN COMMAND
 - 7. LANDING GEAR,NOSE GEAR - UNLOCKED
 - 8. LANDING GEAR,MAIN GEAR - UNLOCKED
-

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 9. OBJECT - RUNWAY LIGHT

Pilot Information

Certificate:	Private	Age:	42
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	692 hours (Total, all aircraft), 400 hours (Total, this make and model), 641 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8170S
Model/Series:	PA-32R-301T PA-32R-301	Engines:	1 Reciprocating
Operator:	NORTHERN CENTRAL DISTRIBUTION	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-540-5IAD
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FAT, 336 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	4 knots / , 140°
Temperature:	14°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	SANTA MARIA, CA (SMX)	Destination:	FRESNO, CA (FAT)

Airport Information

Airport:	HARRIS RANCH (308)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	2820 ft / 50 ft		

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

Latitude, Longitude:

Administrative Information

Investigator In Charge (IIC): TEALEYE C CORNEJO Adopted Date: 06/25/2003

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.