



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	SELLERSBURG, IN	<b>Accident Number:</b>	CHI00LA293
<b>Date &amp; Time:</b>	09/01/2000, 1830 EDT	<b>Registration:</b>	N1334T
<b>Aircraft:</b>	Piper PA28R-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On September 1, 2000, at 1830 eastern daylight time, a Piper PA28R-200, N1334T, piloted by a private pilot, sustained substantial damage during a wheels up landing on runway 18 (5,500 feet X 100 feet, dry/asphalt) at Clark County Airport (JVY) near Sellersburg, Indiana. The personal flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. No flight plan was on file. The pilot was uninjured. The local flight departed from JVY at 1600.

The pilot stated, "On the downwind leg gear failed to come down during prelanding checklist. Attempted to recycle the gear down lever, with same results." He said, "[An employee] of [the airplane operator] contacted me via UNICOM and we discussed options. After moving to another common freq. (122.95), [the employee] suggested other alternatives such as slow flight with flaps extended to full, wiggling the A/C, pull the circuit breaker to see if the hydraulic pressure would bleed off and the gear come down on its own in addition to the emergency checklist alternatives. This all occurred over a period of about 2 hours. At the end of attempting these alternatives, it was decided to gear up land on runway 18. Neither winds nor weather was a factor."

Federal Aviation Administration (FAA) inspectors performed an on-scene examination of the airplane. The examination revealed that the landing gear powerpack's electric motor was defective. The examination further revealed that during the last annual, a kit to delete the automatic extension features of the landing gear system was incorrectly installed. As installed, the kit would not allow an emergency extension of the landing gear. A FAA inspector stated, "Instructions allowed that once the kit was installed to perform a landing gear retract check to ensure that the operations of the landing gear was satisfactory. [The airplane operator] failed to perform this portion of the operation."

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/24/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	227 hours (Total, all aircraft), 9 hours (Total, this make and model), 167 hours (Pilot In Command, all aircraft), 67 hours (Last 90 days, all aircraft), 18 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>	N1334T
<b>Model/Series:</b>	PA28R-200 PA28R-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	28R-7235263
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	06/09/2000, Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	33 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5576 Hours	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360-C1C
<b>Registered Owner:</b>	AIRCRAFT SPECIALISTS INC.	<b>Rated Power:</b>	200 hp
<b>Operator:</b>	AIRCRAFT SPECIALISTS INC.	<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:	LOU, 546 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1750 EDT	Direction from Accident Site:	158°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	82° C
Precipitation and Obscuration:			
Departure Point:	(JYV)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1600 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	CLARK COUNTY AIRPORT (JYV)	Runway Surface Type:	Asphalt
Airport Elevation:	474 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5500 ft / 100 ft	VFR Approach/Landing:	Full Stop

## 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):	EDWARD F MALINOWSKI
Additional Participating Persons:	JACK E CLARK; INDIANAPOLIS, IN
Investigation Docket:	NTSB accident and incident docket 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> .