



National Transportation Safety Board Aviation Accident Final Report

Location:	SELLERSBURG, IN	Accident Number:	CHI00LA293
Date & Time:	09/01/2000, 1830 EDT	Registration:	N1334T
Aircraft:	Piper PA28R-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane sustained substantial damage during a wheels up landing. 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." A FAA on-scene 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."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the improper servicing of the emergency extension assembly and the gear extension not verified by company maintenance personnel. Factors were the failure of the hydraulic system's motor, normal and emergency gear extension not available to the pilot, and the wheels up landing performed by the pilot.

Findings

Occurrence #1: WHEELS UP LANDING

Phase of Operation: LANDING

Findings

1. (F) HYDRAULIC SYSTEM,MOTOR - FAILURE
2. (F) GEAR EXTENSION - UNAVAILABLE - PILOT IN COMMAND
3. (C) LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - IMPROPERLY SERVICED
4. (C) GEAR EXTENSION - NOT VERIFIED - COMPANY MAINTENANCE PERSONNEL
5. (F) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

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

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/24/2000
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	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

Aircraft Make:	Piper	Registration:	N1334T
Model/Series:	PA28R-200 PA28R-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	28R-7235263
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	06/09/2000, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	33 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5576 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1C
Registered Owner:	AIRCRAFT SPECIALISTS INC.	Rated Power:	200 hp
Operator:	AIRCRAFT SPECIALISTS INC.	Operating Certificate(s) Held:	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:	(JVY)	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 (JVY)	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	Report Date:	10/17/2001
Additional Participating Persons:	JACK E CLARK; INDIANAPOLIS, IN		
Publish Date:			
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.ntsbt.gov/pubdms/ .		

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