



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	AIRCRAFT SPECIALISTS INC.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-C1C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LOU, 546 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 20000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 60°
<b>Temperature:</b>	82° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(JVY)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	CLARK COUNTY AIRPORT (JVY)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5500 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>			

## Administrative Information

Investigator In Charge (IIC): EDWARD F MALINOWSKI      Adopted Date: 10/17/2001

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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