



National Transportation Safety Board

Aviation Accident Data Summary

Location:	COLUMBUS, OH	Accident Number:	CHI85LA043
Date & Time:	11/02/1984, 1745 EST	Registration:	N1289J
Aircraft:	Rockwell AC-112A	Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT EXPERIENCED A MAIN GEAR COLLAPSE DURING A LANDING ROLL. THE PLT CLAIMED THAT THE ACFT SUFFERED A FAILURE OF THE ELECTRICAL SYSTEM SHORTLY AFTER INITIAL TAKEOFF. THE PLT LOWERED THE LNDG GEAR BUT WAS UNABLE TO ACHIEVE A GEAR DOWN & LOCKED INDICATION DUE TO THE ELECTRICAL FAILURE. THE RT MAIN GEAR COLLAPSED DURING LANDING. THIS WAS THE 1ST FLT SINCE AN ANNUAL INSPECTION DURING WHICH THE RT MAIN GEAR HYDRAULIC LINE WAS REPLACED. AFTER THE ACCIDENT, THE ACFT WAS JACKED UP ON THE RWY AND A BUNDLE OF SQUAT SWITCH WIRING FELL OUT OF THE WHEEL WELL. NO BUNDLE TIE WIRE WAS FOUND. AFTER THE ACFT WAS MOVED TO LANE AVIATION THE ENGINE WAS STARTED AND IT WAS DETERMINED THAT THE ALTERNATOR WAS NOT CHARGING. THE AMMETER INDICATED NO CHARGE OR DISCHARGE. WITH AN EXTERNAL JUMPER CABLE ATTACHED TO THE GEAR-UP RELAY A SUCCESSFUL GEAR RETRACTION WAS PERFORMED. AFTER THE BATTERY WAS CHARGED FROM AN EXTERNAL SOURCE, THE ALTERNATOR CAME ON LINE WITH 16.1 VOLTS BEFORE DROPPING OFF LINE AFTER APRX 2 MINS. THE ALTERNATOR PTS WERE PITTED & DIRTY. CLEANING DID NOT HELP.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. (F) ELECTRICAL SYSTEM - INOPERATIVE
 3. (F) ELECTRICAL SYSTEM,ALTERNATOR - IMPROPER
 4. (C) MAINTENANCE,ANNUAL INSPECTION - POOR - OTHER MAINTENANCE PERSONNEL
 5. (F) ELECTRICAL SYSTEM,BATTERY - DISABLED
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Occurrence #2: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

6. (F) EMERGENCY PROCEDURE - NOT UNDERSTOOD - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	66
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Rockwell	Registration:	N1289J
Model/Series:	AC-112A AC-112A	Engines:	1 Reciprocating
Operator:	FRANCIS D. BROWN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-C1D6
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:	CMH, 816 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 360°
Temperature:	3° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	COLUMBUS, OH (CMH)	Destination:	

Airport Information

Airport:	COLUMBUS INTERNATIONAL (CMH)	Runway Surface Type:	Asphalt
Runway Used:	28	Runway Surface Condition:	Dry
Runway Length/Width:	6000 ft / 150 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): PAMELA KLECKNER

Adopted 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.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.