



National Transportation Safety Board Aviation Accident Final Report

Location:	Peoria, IL	Accident Number:	CHI02LA018
Date & Time:	11/02/2001, 1756 CST	Registration:	N5984V
Aircraft:	Piper PA-28R-201T	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane sustained substantial damage on impact with terrain and an object following a gear collapse during landing roll. The pilot was uninjured. A mechanic stated, "When lifted the Right wing the gear fell down and locked. I jacked the left wing to engage the lock, the left gear was down but, was not locked. The nose gear would not fall down due to the gear doors were bent, so I used the hydraulic pump to push it down and it locked." FAA inspectors found that the airplane landed long and touched down on the left side of the centerline. An inspector stated, "Photographs indicate that the aircraft immediately began a hard right turn. Shortly before exiting the runway, skid marks show that the right main landing gear started to fold up. The aircraft came to rest on the east side of the runway with the nose and right main gear retracted. One runway light was broken off after it was struck with the left wing. The pilot reported, "As I turned from base to final, I again ordered a pre-landing checklist noting that the gear was showing 3 green lights on the panel. The initial phase of the landing and touch down seemed normal but after a short period (I cannot define how need) as the aircraft proceeded down the centerline, I noticed the right side of the aircraft descending as though the right gear was collapsing and the right wing descending toward the pavement."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The gear collapse for undetermined reasons during the landing roll. A factor was the pilot not using a proper touchdown point by landing long.

Findings

Occurrence #1: GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. (F) PROPER TOUCHDOWN POINT - NOT USED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT POSSIBLE
3. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - RUNWAY LIGHT

Factual Information

On November 2, 2001, about 1756 central standard time, a Piper PA-28R-201T, N5984V, piloted by a commercial pilot, sustained substantial damage on impact with terrain and an object following a gear collapse during landing roll on runway 35 (3,600 feet by 60 feet, dry/asphalt) at Mount Hawley Auxiliary Airport (3MY), near Peoria, Illinois. The airplane exited the runway, impacted a runway light, and came to rest off the runway's right side. The personal flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. The pilot was uninjured. The flight had filed and had activated an IFR flight plan. The flight had departed from Naper Aero Club Airport, near Naperville, Illinois, about 1710, had cancelled the IFR flight plan while approaching 3MY, and was landing at 3MY at the time of the accident.

The pilot reported:

As I turned from base to final, I again ordered a pre-landing checklist noting that the gear was showing 3 green lights on the panel. The initial phase of the landing and touch down seemed normal but after a short period (I cannot define how need) as the aircraft proceeded down the centerline, I noticed the right side of the aircraft descending as though the right gear was collapsing and the right wing descending toward the pavement. I cannot say with certainty what corrective action I took but the aircraft's right wing continued to descend. Before the wing came in contact with the ground, I was unable to steer the aircraft. The aircraft began dropping from the nose as the aircraft turned to the right. The propeller struck the asphalt just prior to the aircraft departure from the runway. After exiting the runway the aircraft continued to turn approximately 120 degrees from the initial landing direction and come to a stop between the runway and taxiway.

A mechanic at 3MY stated:

... The aircraft was in the grass between runway 35 and the taxiway. It was about 2700 feet from the approach end and about 50 feet to the east in the grass. Peoria Approach

was notified.

On Saturday morning (11/3/01) we removed the aircraft from the grass. When lifted the Right wing the gear fell down and locked. I jacked the left wing to engage the lock, the left gear was down but, was not locked. The nose gear would not fall down due to the gear doors were bent, so I used the hydraulic pump to push it down and it locked. We hooked our tug to the aircraft and put it in a tie down.

Federal Aviation Administration Inspectors examined the airplane. The inspectors found that the airplane landed long on runway 35 and touched down on the left side of the centerline. (See appended photographs) An inspector stated:

Photographs indicate that the aircraft immediately began a hard right turn. Shortly before exiting the runway, skid marks show that the right main landing gear started to fold up. The aircraft came to rest on the east side of the runway with the nose and right main gear retracted. One runway light was broken off after it was struck with the left wing.

Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/04/2001
Occupational Pilot:		Last Flight Review or Equivalent:	02/04/2001
Flight Time:	2300 hours (Total, all aircraft), 1870 hours (Total, this make and model), 2200 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5984V
Model/Series:	PA-28R-201T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28R7703176
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	04/01/2001, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2330 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-FB
Registered Owner:	Jack M. Miller	Rated Power:	200 hp
Operator:	Jack M. Miller	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	PIA, 660 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1754 CST	Direction from Accident Site:	220°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	14° C / 1° C
Precipitation and Obscuration:			
Departure Point:	NAPERVILLE, IL (LL10)	Type of Flight Plan Filed:	IFR
Destination:	Peoria, IL (3MY)	Type of Clearance:	IFR
Departure Time:	1710 CST	Type of Airspace:	Class G

Airport Information

Airport:	MOUNT HAWLEY AUXILIARY (3MY)	Runway Surface Type:	Asphalt
Airport Elevation:	785 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	Visual
Runway Length/Width:	3600 ft / 60 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:	01/16/2003
Additional Participating Persons:	Scott J Burke; Federal Aviation Administration; Springfield, IL		
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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