



National Transportation Safety Board Aviation Accident Data Summary

Location:	Peoria, IL	Accident Number:	CHI02LA018
Date & Time:	11/02/2001, 1756 CST	Registration:	N5984V
Aircraft:	Piper PA-28R-201T	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

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

Pilot Information

Certificate:	Commercial	Age:	59
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	Jack M. Miller	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	TSIO-360-FB
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	PIA, 660 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	3 knots / , 310°
Temperature:	14°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	NAPERVILLE, IL (LL10)	Destination:	Peoria, IL (3MY)

Airport Information

Airport:	MOUNT HAWLEY AUXILIARY (3MY)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	3600 ft / 60 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Edward F Malinowski

Adopted Date: 01/16/2003

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/>.

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