



National Transportation Safety Board Aviation Accident Factual Report

Location:	Jeffersonville, IN	Accident Number:	CHI03LA032
Date & Time:	12/01/2002, 1138 EST	Registration:	N15723
Aircraft:	Piper PA-34-200	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On December 1, 2002, at 1138 eastern standard time, a Piper PA-34-200, N15723, piloted by a commercial pilot, sustained substantial damage when the landing gear collapsed while landing on runway 18 (5,500 feet by 100 feet, dry/asphalt) at the Clark County Airport (JVY), Jeffersonville, Indiana. Visual meteorological conditions prevailed at the time of the accident. The flight was operating under the provisions of 14 CFR Part 91 without a flight plan. The flight departed the Bowman Field Airport (LOU), Louisville, Kentucky, at 1045.

According to the pilot's written statement, when he selected 'gear down' the in-transit light illuminated and when the landing gear had extended the three landing gear position lights illuminated. The pilot reported the in-transit light did not remain illuminated after the landing gear had extended. The pilot stated there was "no gear warning indication or horn sounding." The pilot reported a normal landing was made and prior to the first taxiway both main landing gear collapsed. The pilot stated when the main landing gear collapsed the in-transit light illuminated and landing gear warning horn sounded. The aircraft came to rest at the intersection of runways 18 and 32. The pilot reported the three landing gear position lights remained illuminated after the aircraft came to rest.

The airplane was elevated for an operational test of the landing gear. During normal gear extension the nose and right main landing gear extended as designed. The left main landing gear extended approximately 3/4 down before becoming mechanically bound. The nose and right main landing gear position lights illuminated. The left main landing gear position light did not illuminate. The left main landing gear could be forced into the down-and-locked position and the gear position light would illuminate. The linkage between the left oleo strut assembly and the gear was corroded and dirt was present on the landing gear position switches. The linkage was disconnected and the left main landing gear moved freely.

Pilot Information

Certificate:	Commercial	Age:	34, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/20/2000
Occupational Pilot:		Last Flight Review or Equivalent:	08/23/2001
Flight Time:	834 hours (Total, all aircraft), 515 hours (Total, this make and model), 743 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N15723
Model/Series:	PA-34-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34-7350136
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	06/24/2002, 100 Hour	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:	60 Hours	Engines:	2 Reciprocating
Airframe Total Time:	7177 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-C1E6
Registered Owner:	Russell Edward Sloan	Rated Power:	200 hp
Operator:	Russell Edward Sloan	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:	1153 EST	Direction from Accident Site:	157°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.24 inches Hg	Temperature/Dew Point:	-2° C / -12° C
Precipitation and Obscuration:			
Departure Point:	Louisville, KY (LOU)	Type of Flight Plan Filed:	None
Destination:	Jeffersonville, IN (JVV)	Type of Clearance:	None
Departure Time:	1045 EST	Type of Airspace:	Class G

Airport Information

Airport:	Clark County Airport (JVV)	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; Traffic Pattern

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:	38.365000, -85.738333

Administrative Information

Investigator In Charge (IIC):	Andrew T Fox
Additional Participating Persons:	Joe P Fisher; FAA - Indianapolis FSDO; Indianapolis, IN
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .