



# National Transportation Safety Board

## Aviation Accident Data Summary

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

### Analysis

The main landing gear collapsed during landing rollout. The pilot reported that 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 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.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The mechanical binding of the left main landing gear, which resulted in the left main landing gear not fully extending to the down-and-locked position. Factors to the accident were the oleo-strut linkage being corroded and the contamination of the gear position switches.

### Findings

Occurrence #1: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

#### Findings

1. (C) LANDING GEAR,MAIN GEAR - COLLAPSED
2. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - BINDING(MECHANICAL)
3. (F) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - CORRODED
4. (F) LANDING GEAR,GEAR INDICATING SYSTEM - CONTAMINATION

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N15723
<b>Model/Series:</b>	PA-34-200	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	Russell Edward Sloan	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-360-C1E6
<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>	None	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 280°
<b>Temperature:</b>	-2° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Louisville, KY (LOU)	<b>Destination:</b>	Jeffersonville, IN (JVY)

## 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>	38.365000, -85.738333		

## Administrative Information

**Investigator In Charge (IIC):** Andrew T Fox

**Adopted Date:** 09/30/2003

**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](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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