



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | Marshall, MN | Accident Number: | CHI07LA002 |
| Date & Time: | 10/02/2006, 1605 CDT | Registration: | N71TA |
| Aircraft: | Piper PA-23-250 | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

The airplane was substantially damaged during landing when the nose gear failed to properly extend. The pilot reported that during touch-and-goes at MDS the nose gear would not extend prior to landing. The pilot diverted to MML and conducted a fly-by where ground personnel reported that the nose gear tire appeared to be cocked inside the gear well. The pilot reported that several attempts to lower the nose gear were unsuccessful. The pilot landed in the grass adjacent to the runway with the main gear extended and the nose gear retracted. Post accident investigation could not duplicate the problem. Operational checks of the landing gear retraction and extension after the accident were normal.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the nose gear to properly extend for undetermined reasons, which resulted in damage to the forward fuselage during landing.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: APPROACH

Findings

1. (C) LANDING GEAR,NOSE GEAR - FAILURE
2. (C) REASON FOR OCCURRENCE UNDETERMINED
3. (C) LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - FAILURE

Occurrence #2: WHEELS UP LANDING
Phase of Operation: EMERGENCY LANDING

Findings

4. FUSELAGE - BENT
5. TERRAIN CONDITION - GRASS

Flight Instructor Information

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|----------------------------------|--|------------------------------|---|
| Certificate: | Airline Transport; Flight Instructor; Commercial | Age: | 31 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Instrument Rating(s): | Airplane |
| Other Aircraft Rating(s): | Helicopter | Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Helicopter |
| Flight Time: | 6400 hours (Total, all aircraft), 73 hours (Total, this make and model), 5900 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---------------------------------------|---|-----------------------------|-----------------|
| Aircraft Make: | Piper | Registration: | N71TA |
| Model/Series: | PA-23-250 | Engines: | 2 Reciprocating |
| Operator: | Brian D. Woldt | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | T10-540 |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | MML, 1180 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None | Wind Speed/Gusts, Direction: | 3 knots / , 290° |
| Temperature: | 13° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Madison, SD (MDS) | Destination: | Marshall, MN (MML) |

Airport Information

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|-----------------------------|------------------------------------|----------------------------------|--|
| Airport: | Southwest Minnesota Regional (MML) | Runway Surface Type: | |
| Runway Used: | NA | Runway Surface Condition: | |
| Runway Length/Width: | | | |

Wreckage and Impact Information

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|-----------------------------|-----------------------|----------------------------|-------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Latitude, Longitude: | 44.450556, -95.825000 | | |

Administrative Information

Investigator In Charge (IIC): Tim Sorensen

Adopted Date: 12/20/2007

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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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.