



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Columbia, MO	<b>Accident Number:</b>	CEN10CA116
<b>Date &amp; Time:</b>	02/04/2010, 1043 CST	<b>Registration:</b>	N723JP
<b>Aircraft:</b>	PIPER PA-31T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot reported that the accident occurred during landing at the destination airport under visual weather conditions and light winds. He stated that upon landing, the left main landing gear collapsed and the left wing contacted the runway. The airplane subsequently departed the runway pavement and came to rest about mid-field in the grass adjacent to the runway. It had rotated about 180 degrees and was oriented on an approximately reciprocal heading. The right main landing gear also collapsed during the accident sequence. The pilot stated that verifying the landing gear indications was normally part of his before-landing procedure; however, he could not specifically recall observing three green indications prior to the accident. A postaccident examination revealed substantial damage to the lower fuselage in the vicinity of the cabin entry door. In addition, the inboard landing gear doors exhibited crushing damage consistent with the landing gear being in transit at the time of contact with the runway. The inboard landing gear doors open when the gear is in transit and close after the gear extension sequence is complete. Recorded winds at the time of the accident were 8 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to verify that the landing gear was fully extended prior to landing.

## Findings

<b>Personnel issues</b>	Delayed action - Pilot (Cause) Use of policy/procedure - Pilot (Cause)
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## Factual Information

### History of Flight

Landing-flare/touchdown	Landing gear collapse (Defining event)
Landing-landing roll	Runway excursion

### Pilot Information

Certificate:	Commercial	Age:	67, 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 With Waivers/Limitations	Last Medical Exam:	01/06/2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5821 hours (Total, all aircraft), 1850 hours (Total, this make and model), 5750 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N723JP
Model/Series:	PA-31T	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31T-7920009
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	11/30/2009, 100 Hour	Certified Max Gross Wt.:	9000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	6242 Hours	Engine Manufacturer:	U/A CANADA
ELT:	Installed, not activated	Engine Model/Series:	PT6A SERIES
Registered Owner:	MISSOURI FORGE INC	Rated Power:	715 hp
Operator:	MISSOURI FORGE INC	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	COU, 889 ft msl	Observation Time:	1055 CST
Distance from Accident Site:	1 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	360°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 11000 ft agl	Temperature/Dew Point:	1°C / -5°C
Lowest Ceiling:	None	Visibility	6 Miles
Wind Speed/Gusts, Direction:	8 knots, 100°	Visibility (RVR):	
Altimeter Setting:	30.19 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	Haze; No Precipitation		
Departure Point:	Doniphan, MO (X33)	Type of Flight Plan Filed:	IFR
Destination:	Columbia, MO (COU)	Type of Clearance:	IFR
Departure Time:	1005 CST	Type of Airspace:	

## Airport Information

Airport:	Columbia Regional (COU)	Runway Surface Type:	Concrete
Airport Elevation:	889 ft	Runway Surface Condition:	Dry
Runway Used:	02	IFR Approach:	ILS; Visual
Runway Length/Width:	6501 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

## Administrative Information

Investigator In Charge (IIC):	Timothy Sorensen	Adopted Date:	05/28/2010
Additional Participating Persons:	Christopher G Grotewohl; FAA-Kansas City FSDO; Kansas City, MO		
Publish Date:	05/26/2010		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75354">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75354</a>		

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