



National Transportation Safety Board Aviation Accident Data Summary

Location:	Lake Havasu, AZ	Accident Number:	WPR11LA245
Date & Time:	06/02/2011, 1300 MST	Registration:	N712MK
Aircraft:	PIPER PA-46-310P	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot said that he was descending into the traffic pattern after canceling his instrument flight rules clearance and that he lowered the landing gear; however, there was no response. At that point, he reset the landing gear circuit breaker and tried again to no avail. He then used the emergency checklist and attempted to drop the gear. Again there was no response. He continued to repeat all procedures for about the next 1 1/2 hours until the airplane was at minimum fuel and he was forced to land with the landing gear retracted. Prior to landing, he secured all items in the cabin, feathered the propeller, and shut down the engine and all electrical and fuel controls. The airplane touched down mid-field and slid about 1,200 feet.

During the postaccident examination, the airplane was placed on jacks and supplied electrical power. Both the normal and emergency extension landing gear systems did not work. The examination revealed that a faulty low hydraulic pressure switch prevented the normal gear extension system from operating properly. The examination also revealed that the emergency gear release valve's control arm was misrigged and would only move 1/4 inch instead of the approximately 2 inches of movement that was required. The misrigged control arm would not allow the system to port hydraulic fluid from the gear-down line to the gear-up line, which is required for the fluid to return to the reservoir and to allow gravity to extend the gear.

Flight Events

Approach - Sys/Comp malf/fail (non-power)

Landing-flare/touchdown - Abnormal runway contact

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the low pressure switch in the normal landing gear system, which prevented normal operation of that system, and the misrigging of the emergency extension gear release valve, which prevented the system from being depressurized to allow for the freefall of the gear.

Findings

Aircraft-Aircraft systems-Landing gear system-Landing gear actuator-Malfunction - C

Personnel issues-Task performance-Maintenance-(general)-Maintenance personnel - C

Pilot Information

Certificate:	Airline Transport	Age:	64
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N712MK
Model/Series:	PA-46-310P	Engines:	1 Turbo Prop
Operator:	On file	Engine Manufacturer:	P&W
Air Carrier Operating Certificate:	None	Engine Model/Series:	PT6A SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	HII, 783 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Light and Variable, Variable
Temperature:		Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Portland, OR (PDX)	Destination:	Lake Havasu, AZ (HII)

Airport Information

Airport:	Lake Havasu City (HII)	Runway Surface Type:	Asphalt
Runway Used:	32	Runway Surface Condition:	Dry
Runway Length/Width:	8001 ft / 100 ft		

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

Administrative Information

Investigator In Charge (IIC):	Wayne R Pollack	Adopted Date:	01/15/2013
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=79291		

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