



National Transportation Safety Board Aviation Accident Data Summary

Location:	Silver City, NM	Accident Number:	CEN14LA107
Date & Time:	01/03/2014, 1515 MST	Registration:	N6767P
Aircraft:	PIPER PA 24-250	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that he lowered the landing gear and observed gear-down indications before touchdown; however, the landing gear collapsed during the landing. A postaccident examination of the airplane revealed that all three landing gear had collapsed; no anomalies in the extension/retraction linkage were found.

The airplane owner reported that, during recovery of the airplane, he had adjusted the nose landing gear actuating rod for the nose gear to fully seat on the stop flats. Additionally, the landing gear had been serviced during the most recent annual inspection, which was about 24 flight hours before the accident. Although it is possible that the landing gear was not properly adjusted after the maintenance work, several flights had been conducted in the interim without any reported issues related to the landing gear system.

Postaccident examinations revealed that the nose landing gear down lock switch was improperly mounted upside down and that the limit switch was stuck in the closed position. The inoperative nose landing gear switch would have provided a gear down/locked indication to the pilot regardless of the nose landing gear condition. It is possible that the nose landing gear did not fully extend and lock down before landing due to either the inoperative limit switch or a slight misrigging of the system. However, because the landing gear was operated by the transmission jackscrew, it is unlikely that an issue with the nose landing gear would have caused a collapse of the main landing gear if the main landing gear was fully extended and locked in the down position. The reason for the landing gear collapse could not be determined.

Flight Events

Landing-landing roll - Landing gear collapse

Landing-landing roll - Runway excursion

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The collapse of the landing gear during landing for reasons that could not be determined during postaccident examinations.

Findings

Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-Malfunction - C
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Private	Age:	60
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	900 hours (Total, all aircraft), 350 hours (Total, this make and model), 900 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N6767P
Model/Series:	PA 24-250	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	0-540-A1B5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SVC, 5446 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:	12 knots/ 16 knots, 290°
Temperature:	15° C / -8° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Deming, NM (DMN)	Destination:	Deming, NM (DMN)

Airport Information

Airport:	Grant County (SVC)	Runway Surface Type:	Asphalt
Runway Used:	26	Runway Surface Condition:	Dry
Runway Length/Width:	6802 ft / 100 ft		

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

Administrative Information

Investigator In Charge (IIC):	Timothy Sorensen	Adopted Date:	09/24/2014
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88653		

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