



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Renton, WA	<b>Accident Number:</b>	WPR16LA187
<b>Date &amp; Time:</b>	09/18/2016, 1500 PDT	<b>Registration:</b>	N57TJ
<b>Aircraft:</b>	JURCAN Seawind 3000	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear not configured	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The private pilot was conducting a cross-country personal flight. He reported that, after arriving at his destination and trying to ensure that the airplane was configured for the water landing, he observed that the right main landing gear (MLG) indicator light was off and that the hydraulic pressure read 0. The pilot then attempted to retract the right MLG several times to no avail. He chose to fly to a nearby airport with a paved runway, where the tower controller confirmed that the right MLG was extended but that the left MLG and nose landing gears were retracted. The pilot attempted to use the backup manual hydraulic pump and abrupt maneuvers to extend the remaining landing gear to no avail. The pilot chose to land on the runway with the landing gear partially retracted. The airplane touched down on the runway with the right MLG first. The pilot held the left wing off the runway as long as possible, but then the wing touched the runway, and the airplane veered off the runway surface. The airplane slid along the grass, impacted an airport sign and light, spun 180°, and then came to a rest.

Postaccident examination of the airplane revealed that a hydraulic leak had originated from a cracked flare in a hydraulic line fitting, which caused the hydraulic fluid to leak, decreased the hydraulic pressure to 0, and prevented the landing gear system from fully extending or retracting.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The failure of the landing gear system to either fully retract or extend due to a cracked hydraulic fitting flare, which resulted in the loss of hydraulic pressure.

## Findings

<b>Aircraft</b>	Gear extension and retract sys - Fatigue/wear/corrosion (Cause) Hydraulic, main system - Failure (Cause)
<b>Environmental issues</b>	Runway/taxi/approach light - Contributed to outcome Sign/marker - Contributed to outcome

## Factual Information

On September 18, 2016, about 1500 Pacific daylight time, a Jurcan Seawind 3000 airplane, N57TJ, impacted a runway sign after landing with a landing gear malfunction at the Renton Municipal Airport (RNT), Renton, Washington. The pilot and one passenger were not injured, and the airplane sustained substantial damage to the left wing. The airplane was registered to, and operated by, the pilot as a personal flight under 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed. The airplane departed from Lampson Field Airport (1O2) Lakeport, California at 1040 and was originally destined for Lake Sammamish, Issaquah, Washington.

The pilot reported that after arriving at Lake Sammamish, they observed that the right main landing gear indicator light was off and the hydraulic pressure read zero. The pilot attempted to retract the right landing gear several times, but to no avail. He elected to fly to a nearby airport, where the control tower confirmed that the right main landing gear was extended, while the left main and nose landing gears remained retracted. The pilot attempted to use the back-up manual hydraulic pump as well as abrupt maneuvers to lower the remaining landing gears, however, to no avail. The pilot elected to land onto the runway with the abnormal landing gear configuration. The airplane touched down onto the runway right landing gear first. The pilot held the left wing off the runway as long as possible, but when the wing touched the runway, the airplane veered off the runway surface. It slid along the grass and impacted an airport sign and light, before spinning 180 degrees and coming to a rest.

Postaccident examination of the airplane revealed a hydraulic leak that originated at a cracked flare in a hydraulic line fitting. This fitting was located on the bulkhead between the cabin and nose compartment that leads directly into the nose gear actuator.

## History of Flight

<b>Landing</b>	Landing gear not configured (Defining event) Abnormal runway contact Runway excursion
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	73, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	07/19/2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	01/14/2015
<b>Flight Time:</b>	1984 hours (Total, all aircraft), 130 hours (Total, this make and model), 1984 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	JURCAN	<b>Registration:</b>	N57TJ
<b>Model/Series:</b>	Seawind 3000	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental; Normal	<b>Serial Number:</b>	52
<b>Landing Gear Type:</b>	Amphibian; Hull; Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	10/15/2015, Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	70 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	132 Hours at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	AEIO540-L1B5
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RNT, 32 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1453 PDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.06 inches Hg	Temperature/Dew Point:	19° C / 11° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeport, CA (102)	Type of Flight Plan Filed:	None
Destination:	Renton, WA (RNT)	Type of Clearance:	VFR Flight Following
Departure Time:	1100 PDT	Type of Airspace:	Class D

## Airport Information

Airport:	Renton Municipal Airport (RNT)	Runway Surface Type:	Asphalt
Airport Elevation:	32 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5382 ft / 200 ft	VFR Approach/Landing:	Traffic Pattern

## 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
Total Injuries:	1 None	Latitude, Longitude:	47.489167, -122.209444 (est)

## Administrative Information

Investigator In Charge (IIC):	Samantha A Link	Report Date:	06/14/2017
Additional Participating Persons:	Gaddie Orcullo; Federal Aviation Administration; Renton, WA		
Publish Date:	06/12/2017		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=94091">http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=94091</a>		

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