



National Transportation Safety Board Aviation Accident Data Summary

Location:	Renton, WA	Accident Number:	WPR16LA187
Date & Time:	09/18/2016, 1500 PDT	Registration:	N57TJ
Aircraft:	JURCAN Seawind 3000	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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.

Flight Events

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

Probable Cause

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

Aircraft-Aircraft systems-Landing gear system-Gear extension and retract sys-
Fatigue/wear/corrosion - C

Aircraft-Aircraft systems-Hydraulic power system-Hydraulic, main system-Failure - C

Environmental issues-Physical environment-Object/animal/substance-Runway/taxi/approach light-
Contributed to outcome

Environmental issues-Physical environment-Object/animal/substance-Sign/marker-Contributed to
outcome

Pilot Information

Certificate:	Private	Age:	73
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	JURCAN	Registration:	N57TJ
Model/Series:	Seawind 3000	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	AEIO540-L1B5
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RNT, 32 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	6 knots / , Variable
Temperature:	19° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeport, CA (102)	Destination:	Renton, WA (RNT)

Airport Information

Airport:	Renton Municipal Airport (RNT)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	5382 ft / 200 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
Latitude, Longitude:	47.489167, -122.209444 (est)		

Administrative Information

Investigator In Charge (IIC):	Samantha A Link	Adopted Date:	06/14/2017
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94091		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.