



# Aviation Investigation Factual Report

<b>Location:</b>	Prescott, Arizona	<b>Accident Number:</b>	LAX03LA304
<b>Date &amp; Time:</b>	August 19, 2003, 07:16 Local	<b>Registration:</b>	N3817T
<b>Aircraft:</b>	Piper PA-28R-180	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Factual Information

On August 19, 2003, at 0716 mountain standard time, a Piper PA-28R-180, N3817T, experienced a right main landing gear collapse during the landing roll at Ernest A. Love Field, Prescott, Arizona. North-Aire, Inc., was operating the airplane under the provisions of 14 CFR Part 91. The airplane sustained substantial damage. The certified flight instructor (CFI) and the private pilot were not injured. The flight originated from Prescott at 0630 for the local instructional flight. Visual meteorological conditions prevailed, and no flight plan had been filed.

In a telephone interview, the CFI reported that the purpose of the flight was to perform a biennial flight review. After completing two uneventful touch-and-go takeoffs and landings, the private pilot attempted a third. He configured the airplane for a power-off landing and all three landing gear lights in the cockpit were illuminated in indication that the landing gear was in a down and locked position. Upon touching down on the runway, the airplane veered to the right and the CFI felt as though it was sinking on the right side. He immediately seized the flight controls and applied full power in efforts to make the airplane airborne. The right main gear collapsed and he aborted all takeoff efforts. The airplane came to rest on its left main landing gear with the right gear in retracted position.

In a written statement, an airplane mechanic reported that he conducted an on scene inspection of the airplane immediately after the accident. The airplane was placed on jacks and the main landing gear was lowered into the full extended position and then cycled into both the full up and down position using the aircraft hydraulic system and electrically driven pump. At that time, no defects or faults were found that could have resulted in a partial gear failure. Later, a detailed landing gear extension/retraction functional test was conducted with no discrepancies noted.

This accident was upgraded from an incident on December 11, 2003, based on a damage assessment by the Federal Aviation Administration. There was damage to the airplane's right wing tip, right outboard wing skin, outboard wing spar, and propeller.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	61,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 15, 2003
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 15, 2003
<b>Flight Time:</b>	11700 hours (Total, all aircraft), 2200 hours (Total, this make and model), 11425 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

## Check pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	82,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	January 29, 2002
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3000 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3817T
<b>Model/Series:</b>	PA-28R-180	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	28R30133
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	July 25, 2003 100 hour	<b>Certified Max Gross Wt.:</b>	2500 lbs
<b>Time Since Last Inspection:</b>	40 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5124 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	North-Aire	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KPRC, 5045 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	07:23 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered / 4700 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.25 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 15°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Prescott, AZ (KPRC)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	06:30 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	Ernest A. Love Field Airport PRC	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5045 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4846 ft / 60 ft	<b>VFR Approach/Landing:</b>	Touch and go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.654445,-112.419723

## Administrative Information

Investigator In Charge (IIC):	Rich, Jefferey
Additional Participating Persons:	Steve D'urso; Federal Aviation Administration; Scottsdale, AZ
Report Date:	November 6, 2004
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=58471">https://data.nts.gov/Docket?ProjectID=58471</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).