



Aviation Investigation Final Report

Location:	Red Bluff, California	Accident Number:	WPR22LA249
Date & Time:	June 19, 2022, 17:00 Local	Registration:	N4383D
Aircraft:	Piper PA-32R-301T	Aircraft Damage:	Substantial
Defining Event:	Landing gear collapse	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the retractable gear airplane reported that, while conducting a practice instrument approach, he felt the gear go down and thought that he saw three green landing gear lights, and no gear unsafe indicator light. The main landing gear touched down and the nose dropped down lower than normal. The propeller struck the ground and the left main gear collapsed. The airplane received substantial damage to the left aileron.

According to the pilot, a mechanic discovered the landing gear motor circuit breaker had popped, which disabled the landing gear from fully extending and lock in the down position and disabled the warning light system. Once the circuit breaker was reset, the landing gear functioned normally.

Probable Cause and Findings

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

The pilot's failure to detect the tripped landing gear motor circuit breaker, which prevented the gear from fully locking in the down position, and subsequent collapse during landing.

Findings

Personnel issues

Monitoring equip/instruments - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Landing gear collapse (Defining event)
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Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 12, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 23, 2021
Flight Time:	464.9 hours (Total, all aircraft), 147.9 hours (Total, this make and model), 464.9 hours (Pilot In Command, all aircraft), 14.5 hours (Last 90 days, all aircraft), 7.4 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4383D
Model/Series:	PA-32R-301T	Aircraft Category:	Airplane
Year of Manufacture:	0	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-8529004
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	March 1, 2022 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3155.8 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540-5IAO
Registered Owner:	On file	Rated Power:	300
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	32.2°C
Precipitation and Obscuration:			
Departure Point:	San Fernando, CA (WHP)	Type of Flight Plan Filed:	None
Destination:	Red Bluff, CA (RBL)	Type of Clearance:	VFR
Departure Time:	14:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	RED BLUFF MUNI RBL	Runway Surface Type:	Asphalt
Airport Elevation:	352 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	Practice
Runway Length/Width:	5431 ft / 100 ft	VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	40.150306,-122.25219(est)

Administrative Information

Investigator In Charge (IIC):	Salazar, Fabian
Additional Participating Persons:	Ken Meyer; Federal Aviation Administration; Sacramento, CA
Original Publish Date:	September 22, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=105460

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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](#).