



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | INDIANAPOLIS, Indiana | Accident Number: | CHI84LA026 |
| Date & Time: | October 21, 1983, 00:15 Local | Registration: | N7536Y |
| Aircraft: | PIPER PA-30 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

AFTER TAKEOFF FROM DYERSBURG THE GEAR WOULD NOT FULLY RETRACT. THE PLT ATTEMPTED TO LOWER THE GEAR MANUALLY BUT IT WAS STUCK IN THE TRANSIENT POSITION. THE PLT THEN DIVERTED TO INDIANAPOLIS & LANDED WITH THE GEAR IN THE TRANSIENT POSITION. INVESTIGATION REVEALED THAT THE LEFT MAIN LANDING GEAR PUSH-PULL CABLE HAD BEEN PULLED OUT OF ITS HOUSING.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED
2. (C) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|---|--|---------------|
| Certificate: | Commercial | Age: | 58, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | | Toxicology Performed: | No |
| Medical Certification: | Class 2 Valid Medical--w/ waivers/lim | Last FAA Medical Exam: | March 4, 1983 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 1176 hours (Total, all aircraft), 240 hours (Total, this make and model), 1011 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 9 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N7536Y |
| Model/Series: | PA-30 PA-30 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 30-600 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | May 11, 1983 Unknown | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | | Engines: | 2 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | LYCOMING |
| ELT: | Installed, not activated | Engine Model/Series: | IO-320-B1A |
| Registered Owner: | JAMES E. THREHERNE | Rated Power: | 160 Horsepower |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|---|-------------------------|---|------------|
| Conditions at Accident Site: | Instrument (IMC) | Condition of Light: | Night/dark |
| Observation Facility, Elevation: | IND ,797 ft msl | Distance from Accident Site: | |
| Observation Time: | 00:24 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Unknown | Visibility | 3 miles |
| Lowest Ceiling: | Overcast / 500 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 10 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 60° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | |
| Precipitation and Obscuration: | N/A - None - Fog | | |
| Departure Point: | DYERSBURG , TN (DYS) | Type of Flight Plan Filed: | IFR |
| Destination: | PHILLIPSBURG , OH (317) | Type of Clearance: | IFR |
| Departure Time: | 21:05 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|-------------------|----------------------------------|-----------------------|
| Airport: | INDIANAPOLIS IND | Runway Surface Type: | Concrete |
| Airport Elevation: | 797 ft msl | Runway Surface Condition: | Wet |
| Runway Used: | 4L | IFR Approach: | None |
| Runway Length/Width: | 10000 ft / 150 ft | VFR Approach/Landing: | Precautionary landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC): Kleckner, Pamela

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12483>

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](#).