



# Aviation Investigation Final Report

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<b>Location:</b>	LAS CRUCES, New Mexico	<b>Accident Number:</b>	DEN89LA068
<b>Date &amp; Time:</b>	January 23, 1989, 17:05 Local	<b>Registration:</b>	N3070M
<b>Aircraft:</b>	PIPER PA-34-200T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

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## Analysis

THE INSTRUCTOR PLT (CFI) HAD SIMULATED A LOSS OF PWR IN THE RGT ENG & THE STUDENT WAS MAKING AN APCH. THE CFI THEN PULLED THE CIRCUIT BREAKER (CB) FOR THE NORMAL GEAR EXTENTION SYS. THE STUDENT TRIED TO EXTEND THE GEAR WITH THE ALTN SYS, BUT THE LEFT GEAR DID NOT LOCK DOWN. THE CFI PUT THE CB BACK IN & RECYCLED THE GEAR, BUT THE LEFT GEAR STILL DID NOT SHOW DOWN & LOCKED. THE CFI THEN ORDERED A GO-AROUND. THE GO-AROUND WAS INITIATED AT ABOUT 300 FT AGL. WHEN THE THROTTLES WERE ADVANCED, THE CFI NOTED A LACK OF PWR IN THE RGT ENG & TOOK CONTROL OF THE ACFT. HE TRIED TO RESTORE FULL PWR TO THE RGT ENG, WHICH HE PERCEIVED WAS PRODUCING SOME PWR. THE PROP WASN'T FEATHERED. IN THAT CONFIGURATION, THE ACFT MAINTAINED LEVEL FLT, BUT WOULD NOT CLIMB. SUBSEQUENTLY, IT BEGAN TO DESCEND & THE CFI MADE A FORCED LANDING ON ROUGH DESERT TERRAIN. NO REASON FOR THE RPRTD LOSS OF ENG POWER WAS FOUND DRG A SUBSEQUENT INVESTIGATION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF RIGHT ENGINE POWER FOR UNDETERMINED REASON(S), AND THE FAILURE OF THE INSTRUCTOR PILOT TO FEATHER THE RIGHT ENGINE. FACTORS RELATED TO THE ACCIDENT WERE: FAILURE OF THE LEFT MAIN GEAR LOCKING MECHANISM TO ENGAGE AND THE UNPREPARED (ROUGH/UNEVEN) TERRAIN.

## Findings

Occurrence #1: GEAR NOT EXTENDED

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. (F) LANDING GEAR, GEAR LOCKING MECHANISM - NOT ENGAGED
3. GO-AROUND - INITIATED

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Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: GO-AROUND (VFR)

Findings

4. 1 ENGINE
5. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #3: FORCED LANDING

Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. (C) PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND(CFI)

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

7. (F) TERRAIN CONDITION - ROUGH/UNEVEN
8. WHEELS UP LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 25, 1988
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	785 hours (Total, all aircraft), 46 hours (Total, this make and model), 652 hours (Pilot In Command, all aircraft), 408 hours (Last 90 days, all aircraft), 129 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N3070M
<b>Model/Series:</b>	PA-34-200T PA-34-200T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7870105
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 8, 1989 100 hour	<b>Certified Max Gross Wt.:</b>	4570 lbs
<b>Time Since Last Inspection:</b>	18 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	2516 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-360-E
<b>Registered Owner:</b>	N. AMER. INST. OF AVIATION	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	EL PASO , TX (ELP )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LAS CRUCES INTL LRU	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4454 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6073 ft / 100 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	32.219131,-106.989463(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Robert
<b>Additional Participating Persons:</b>	M. LOPEZ; ALBUQUERQUE , NM A. STEINKE; ALBUQUERQUE , NM
<b>Original Publish Date:</b>	March 25, 1991
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=17667">https://data.ntsb.gov/Docket?ProjectID=17667</a>

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