



Aviation Investigation Final Report

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| Location: | MONTAGUE, California | Accident Number: | LAX89LA183 |
| Date & Time: | May 6, 1989, 09:00 Local | Registration: | N550V |
| Aircraft: | PIPER PA-24 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

THE AIRPLANE LANDED WITH THE LANDING GEAR RETRACTED. THE AIRPLANE HAD RECENTLY UNDERGONE REPLACEMENT ON THE LANDING GEAR TRANSMISSION AND MAINTENANCE ON THE GEAR SYSTEM. AFTER THE AIRPLANE WAS RAISED FROM THE RUNWAY, THE LANDING GEAR WAS EXTENDED MANUALLY. POST ACCIDENT INVESTIGATION REVEALED THE GEAR MOTOR CIRCUIT BREAKER WAS POPPED. FURTHER INVESTIGATION INDICATED THE GEAR MOTOR WAS BINDING BECAUSE OF INSUFFICIENT ADJUSTMENT BETWEEN THE TRANSMISSION AND GEAR MOTOR. THIS AIRPLANE IS EQUIPPED WITH A MANUAL EXTENSION SYSTEM THAT ALSO SERVES AS A SECONDARY GEAR POSITION INDICATOR. IF THE LANDING GEAR IS MOVING BY ELECTRICAL ACTUATION, THE MANUAL EXTENSION SYSTEM IS ALSO MOVING AT THE SAME TIME.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO EXTEND THE LANDING GEAR BECAUSE OF INATTENTION. CONTRIBUTING TO THE ACCIDENT WAS INADEQUATE MAINTENANCE OF THE AIRPLANE WHICH FAILED TO REPAIR THE LANDING GEAR WARNING THROTTLE POSITION SWITCH.

Findings

Occurrence #1: GEAR NOT EXTENDED
Phase of Operation: LANDING

Findings

1. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. (F) INATTENTIVE - PILOT IN COMMAND
3. (F) GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
4. (F) LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
5. (F) ELECTRICAL SYSTEM,CIRCUIT BREAKER - OPEN
6. (C) LANDING GEAR,EMERGENCY EXTENSION ASSEMBLY - NOT ENGAGED
7. LANDING GEAR,GEAR WARNING SYSTEM - INOPERATIVE
8. (F) MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PERSONNEL
9. MAINTENANCE,MAJOR REPAIR - INADEQUATE - OTHER MAINTENANCE PERSONNEL

Factual Information

Pilot Information

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| Certificate: | Private | Age: | 42, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | July 28, 1987 |
| Occupational Pilot: | UNK | Last Flight Review or Equivalent: | |
| Flight Time: | 327 hours (Total, all aircraft), 175 hours (Total, this make and model), 322 hours (Pilot In Command, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| Aircraft Make: | PIPER | Registration: | N550V |
| Model/Series: | PA-24 PA-24 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 24-3078 |
| Landing Gear Type: | Retractable - Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | June 1, 1988 Annual | Certified Max Gross Wt.: | 2800 lbs |
| Time Since Last Inspection: | 147 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 4387 Hrs | Engine Manufacturer: | LYCOMING |
| ELT: | Installed | Engine Model/Series: | O-540-A1D5 |
| Registered Owner: | AUTOWORD SLAES & LEASING | Rated Power: | 250 Horsepower |
| Operator: | SAMUAL POWELL | 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: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 40 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 2 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 140° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 19°C / 12°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | WATSONVILLE , CA (WVI) | Type of Flight Plan Filed: | None |
| Destination: | (105) | Type of Clearance: | None |
| Departure Time: | 00:00 Local | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|-------------------------------|----------------------------------|---------------------------|
| Airport: | MONTAGUE-YREKA ROHRER FLD 105 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 2527 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 32 | IFR Approach: | None |
| Runway Length/Width: | 3360 ft / 50 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

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: | 41.760768,-122.390434(est) |

Administrative Information

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| Investigator In Charge (IIC): | Isbell, Shelby |
| Additional Participating Persons: | GORDON READ; SACRAMENTO , CA |
| Original Publish Date: | August 22, 1990 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=26399 |

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](#).