



Aviation Investigation Final Report

Location:	SAN DIEGO, California	Accident Number:	LAX89LA201
Date & Time:	May 20, 1989, 13:00 Local	Registration:	N6545P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE RIGHT MAIN LANDING GEAR COLLAPSED DURING A LANDING AFTER SEVERAL ATTEMPTS WERE MADE TO LOCK THE GEAR INTO THE DOWN POSITION. AFTERWARDS, WHEN THE AIRCRAFT WAS ON JACKS AND THE ROD END DISCONNECTED, THE LANDING GEAR WAS RETRACTED AND THE DRAG LINK LOCKED DOWN OVER CENTER AND MET TOLERANCE. DURING THE RETRACTION THE DOWN LOCK SWITCH COULD BE HEARD TO CLICK PRIOR TO THE DRAG LINK LOCKING OVER CENTER. DAMAGE TO THE LANDING GEAR, EXCEPT FOR THE ROD END, WAS IMPACT DAMAGE FROM THE COLLAPSING GEAR.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE COLLAPSE OF THE RIGHT MAIN LANDING GEAR DUE TO A BENT ROD END WHICH PREVENTED THE LANDING GEAR DRAG LINK TO LOCK OVER CENTER.

Findings

Occurrence #1: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR, GEAR LOCKING MECHANISM - BENT

Factual Information

Pilot Information

Certificate:	Private	Age:	35, 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:	March 23, 1988
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	127 hours (Total, all aircraft), 5 hours (Total, this make and model), 60 hours (Pilot In Command, all aircraft), 19 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N6545P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1667
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	11 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3650 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1D5
Registered Owner:	MIKE PETERSON	Rated Power:	250 Horsepower
Operator:	MICHAEL PETERSON	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	24°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	MONTGOMERY MYF	Runway Surface Type:	Asphalt
Airport Elevation:	423 ft msl	Runway Surface Condition:	Dry
Runway Used:	28R	IFR Approach:	None
Runway Length/Width:	3400 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

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): Isbell, Shelby

Additional Participating Persons: DONALD S SCARFONE;

Original Publish Date: October 24, 1990

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=26414>

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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](#).