



Aviation Investigation Final Report

Location:	JACKSONVILLE, Florida	Accident Number:	MIA85LA060
Date & Time:	December 14, 1984, 11:41 Local	Registration:	N8678Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ELECTRICAL MALFUNCTIONS CAUSED THE LOSS OF AIR TO GROUND COMMUNICATIONS AND ACFT NAVIGATIONAL EQUIPMENT. THE PLT BECAME LOST ABOUT 70 MI EAST OF JACKSONVILLE, FL. WITH THE HELP OF ANOTHER ACFT THE PLT LOCATED THE ARPT AND RADIO COMMUNICATIONS WERE TEMPORARILY RE-ESTABLISHED. A SECOND ACFT WAS USED TO LEAD THE FLT TO THE CORRECT RWY. AS THE LANDING GEAR WERE EXTENDED, ACCORDING TO THE PLT, ELECTRICAL POWER WAS TOTALLY LOST. ON TOUCHDOWN ALL 3 LANDING GEAR COLLAPSED.

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: CRUISE - NORMAL

Findings

1. (F) ELECTRICAL SYSTEM - LOSS,PARTIAL
2. (F) REASON FOR OCCURRENCE UNDETERMINED
3. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
4. AIR/GROUND COMMUNICATIONS - NOT POSSIBLE - PILOT IN COMMAND
5. (F) REMEDIAL ACTION - PERFORMED - PILOT OF OTHER AIRCRAFT

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) ELECTRICAL SYSTEM - FAILURE, TOTAL
7. (F) REASON FOR OCCURRENCE UNDETERMINED
8. (C) LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - NOT ENGAGED
9. (C) EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
10. (F) ANXIETY/APPREHENSION - PILOT IN COMMAND
11. (C) GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	November 22, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2140 hours (Total, all aircraft), 2140 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N8678Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-3827
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	October 6, 1984 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	22 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	2200 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	IO-320-C1A
Registered Owner:	JAMES FARR	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	
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:	JAX ,30 ft msl	Distance from Accident Site:	
Observation Time:	11:48 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SAVANNAH , GA (SAV)	Type of Flight Plan Filed:	IFR
Destination:	DAYTONA BEACH , FL (443)	Type of Clearance:	IFR
Departure Time:	10:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	JACKSONVILLE INT'L JAX	Runway Surface Type:	Asphalt
Airport Elevation:	30 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	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:	30.330602,-81.580696(est)

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons: WILLIAM BOOKHAMMER; JACKSONVILLE , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31330>

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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](#).