



Aviation Investigation Final Report

Location:	GAINESVILLE, Florida	Accident Number:	MIA86LA058
Date & Time:	January 12, 1986, 16:39 Local	Registration:	N9326V
Aircraft:	MOONEY M20F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED THAT WHEN HE EXTENDED HIS LANDING GEAR ALL SEEMED NORMAL EXCEPT HE DID NOT GET A GREEN LIGHT, HE RECYCLED THE GEAR WITH THE SAME RESULT & THEN FLEW BY THE TOWER & THEY STATED THAT THE GEAR APPEARED TO BE DOWN, BUT UPON TOUCHDOWN AFTER A GROUND ROLL OF APPX 200 FT, THE LEFT MAIN GEAR COLLAPSED AND THE ACFT SLID OFF THE LEFT SIDE OF THE RWY COLLAPSING THE REMAINING GEAR. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE LANDING GEAR SYSTEM AS DESCRIBED BY THE PILOT.

Probable Cause and Findings

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

Findings

Occurrence #1: COMPLETE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 4, 1985
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1346 hours (Total, all aircraft), 195 hours (Total, this make and model), 1207 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MOONEY	Registration:	N9326V
Model/Series:	M20F M20F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	700002
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 22, 1985 Annual	Certified Max Gross Wt.:	2740 lbs
Time Since Last Inspection:	120 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2181 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-360-A10
Registered Owner:	WARRIOR AVIATION ASSOCIATES	Rated Power:	180 Horsepower
Operator:	ROBERT W.KELL	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:	GNV ,152 ft msl	Distance from Accident Site:	
Observation Time:	16:41 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ocala , FL	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	GAINESVILLE REGIONAL GNV	Runway Surface Type:	Asphalt
Airport Elevation:	152 ft msl	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	None
Runway Length/Width:	7500 ft / 150 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	29.670892,-82.330734(est)

Administrative Information

Investigator In Charge (IIC): Hill, Bruce

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31564>

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](#).