



Aviation Investigation Final Report

Location:	NAPLES, Florida	Accident Number:	MIA90LA013
Date & Time:	October 14, 1989, 19:10 Local	Registration:	N7599Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT RPRTD THAT AFTER TAKEOFF, THE LANDING GEAR DID NOT RETRACT. HE ATTEMPTED TO RECYCLE IT SVRL TIMES, THEN AFTER TURNING OFF THE 'PANEL LIGHTS,' THE LANDING GEAR INDCR (DOWN & LOCKED LIGHT) ILLUMINATED. HE FLEW BY THE TOWER FOR VISUAL CONFIRMATION THAT THE GEAR WAS DOWN. AFTER BEING ADVISED THAT IT WAS, HE RETURNED FOR LANDING. HE RPRTD THAT AFTER REDUCING POWER TO LAND WITH NO WARNING HORN, THE AIRPLANE TOUCHED DOWN. DURING THE LANDING ROLL, THE GEAR COLLAPSED. NO REASON WAS FOUND FOR THE GEAR TO COLLAPSE. THE OWNER'S HANDBOOK NOTED THAT THE LANDING GEAR INDCR LIGHTS WOULD DIM WHEN THE NAV LIGHTS WERE ON.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: COLLAPSE OF THE LANDING GEAR DURING THE LANDING ROLL DUE TO AN UNDETERMINED REASON.

Findings

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

Findings

1. (C) LANDING GEAR - UNDETERMINED

Factual Information

Pilot Information

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--no waivers/lim.	Last FAA Medical Exam:	May 8, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	538 hours (Total, all aircraft), 84 hours (Total, this make and model), 538 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7599Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-668
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 1, 1989 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	14 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3133 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-B1A
Registered Owner:	SCHINDLER, RONALD D	Rated Power:	160 Horsepower
Operator:	SCHINDLER, RONALD D.	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:	APF ,9 ft msl	Distance from Accident Site:	
Observation Time:	19:10 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3000 ft AGL	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	27°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:30 Local	Type of Airspace:	Class D

Airport Information

Airport:	NAPLES MUNI APF	Runway Surface Type:	Asphalt
Airport Elevation:	9 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	5000 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons:

Original Publish Date: September 30, 1991

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=32595>

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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](#).