



Aviation Investigation Final Report

Location:	MANHATTAN, Kansas	Accident Number:	MKC85LA138
Date & Time:	June 23, 1985, 13:26 Local	Registration:	N7012Y
Aircraft:	PIPER PA-30	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT SAID HE PUT THE LANDING GEAR SELECTOR SWITCH TO THE DOWN POSITION AND THOUGHT THAT HE OBSERVED A GREEN, DOWN AND LOCKED INDICATOR LIGHT; HOWEVER, THE ACFT LANDED WITH THE GEAR RETRACTED. EXAMINATION OF THE ACFT AFTER THE ACCIDENT REVEALED THAT THE LANDING GEAR SWITCH WAS DOWN AND THE GEAR MOTOR CIRCUIT BREAKER WAS TRIPPED. THE LANDING GEAR SYSTEM WAS ALSO FUNCTIONALLY TESTED. DURING THE FIRST RETRACTION THE GEAR MOTOR CB TRIPPED. AFTER THE CB WAS RESET THE SYSTEM FUNCTIONED PROPERLY THROUGH SEVERAL CYCLES. THE GEAR INDICATOR LIGHTS AND HORN ALSO WORKED PROPERLY.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. GEAR EXTENSION - SELECTED - PILOT IN COMMAND
2. (F) ELECTRICAL SYSTEM, CIRCUIT BREAKER - POPPED/TRIPPED
3. (F) GEAR EXTENSION - MISJUDGED - PILOT IN COMMAND

4. (C) UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - PILOT IN COMMAND
5. (C) WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Student	Age:	28, Male
Airplane Rating(s):	Single-engine land; Multi-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:	August 18, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	140 hours (Total, all aircraft), 19 hours (Total, this make and model), 90 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N7012Y
Model/Series:	PA-30 PA-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	30-13
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 15, 1984 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	71 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	4076 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	IO-320-B1A
Registered Owner:	FRANK R. ELDER, JR	Rated Power:	160 Horsepower
Operator:	VANDENBERG AFB FLYING CLUB	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:	MHK ,1056 ft msl	Distance from Accident Site:	
Observation Time:	12:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WACO , TX (ACT)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	09:45 Local	Type of Airspace:	Airport advisory area

Airport Information

Airport:	MANHATTAN MHK	Runway Surface Type:	Concrete
Airport Elevation:	1056 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	39.190055,-96.590217(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Robert
Additional Participating Persons:	R STRECKER; WICHITA , KS
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=33968

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](#).