



Aviation Investigation Final Report

Location:	Parowan, Utah	Accident Number:	DEN05CA105
Date & Time:	June 25, 2005, 09:30 Local	Registration:	N2484T
Aircraft:	Navion Navion G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that after entering downwind for runway 22 at the Parowan Airport, he noticed that the left main gear didn't drop and lock. He contacted the local Fixed Base Operator (FBO) and asked for a visual verification that his left main landing gear was still in the up-and-locked position. The FBO confirmed the gear was still up. The pilot continued circling the airport for approximately 1 hour attempting to free the gear by cycling the gear and using the emergency hand pump with no success. The pilot, running low on fuel and draining fuel from the tip tanks, decided to make a soft field, gear up landing between the taxiway and runway 22. During the landing, the airplane sustained damage to the bottom fuselage skin, the bottom portion of the firewall, the propeller, and the flap supports. A post-accident inspection showed that the left landing light near the left gear was misaligned causing the left gear to jam and fail to extend. An examination of the other airplane systems showed no anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The jammed left main landing gear and the wheels up landing. Factors contributing to the accident were the misaligned left landing light and that landing gear extension was not possible.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: DESCENT

Findings

1. (C) LANDING GEAR,MAIN GEAR - MOVEMENT RESTRICTED
2. (F) LANDING LIGHT(S) - OTHER
3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
4. (F) GEAR EXTENSION - NOT POSSIBLE

Occurrence #2: WHEELS UP LANDING

Phase of Operation: LANDING

Findings

5. (C) WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - GROUND

Factual Information

On June 25, 2005, at 0930 mountain daylight time, a Navion G, N2484T, piloted by a private pilot, was substantially damaged during landing at the Parowan Airport, Parowan, Utah. Visual meteorological conditions prevailed at the time of the accident. The personal flight was being conducted under the provisions of Title 14 CFR Part 91 without a flight plan. The pilot reported no injuries. The cross-country flight originated at El Centro, California.

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Pilot Information

Certificate:	Private	Age:	41, 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	Last FAA Medical Exam:	June 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	398 hours (Total, all aircraft), 280 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Navion	Registration:	N2484T
Model/Series:	Navion G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	NAV-4-2484
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-470
Registered Owner:	Ametza LLC	Rated Power:	260
Operator:	Ametza LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCDC, 5622 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	230°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	22°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	El Centro, CA (23CN)	Type of Flight Plan Filed:	None
Destination:	Paowan, UT (1L9)	Type of Clearance:	VFR flight following
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Parowan 1L9	Runway Surface Type:	Asphalt
Airport Elevation:	5930 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	Unknown
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	37.859344,-112.34069(est)

Administrative Information

Investigator In Charge (IIC):	Bowling, David
Additional Participating Persons:	Brent A Robinson; SLC FSDO
Original Publish Date:	October 27, 2005
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61907

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