



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Prescott, Arizona	Accident Number:	LAX06CA020
Date & Time:	October 27, 2005, 08:40 Local	Registration:	N8154H
Aircraft:	Piper PA-44-180	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The airplane experienced a nose landing gear collapse while on the landing roll. The certified flight instructor (CFI) reported that she was performing the landing in the multiengine airplane. The student kept his hands on the control yoke in an attempt to follow along with the instructor and feel her control inputs. While approaching the runway surface, the instructor configured the airplane for a power-off landing and retarded the throttles. She noted that all three landing gear lights in the cockpit were illuminated green in indication that landing gear was in a down and locked position. She confirmed this configuration visually by looking at the reflection of the extended landing gear in a small mirror located on the wing. Upon touchdown, the main landing gear made contact with the runway and the student pilot began to reach for the landing gear handle thinking that it was the flap handle. The instructor waved her hand to block him and told him "no." The nose landing gear collapsed and the airplane slid on the nose. After the airplane came to rest the instructor noted that the landing gear handle was in the "down" position. The student pilot stated that he did not touch the landing gear handle. A mechanic repairing the airplane reported that the landing gear and linkages were all intact with no anomalies noted. The actuator could not be tested due to the extent of the damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The nose landing gear collapsing during the landing roll for undetermined reasons.

Findings

Occurrence #1: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. TERRAIN CONDITION - RUNWAY

Factual Information

The airplane experienced a landing gear collapse while on the landing roll. The certified flight instructor (CFI) reported that she was performing a landing in the multiengine airplane. The student kept his hands on the control yoke in an attempt to follow along with the instructor and feel her control inputs. While approaching the runway surface, the CFI configured the airplane for a power-off landing and retarded the throttles aft. She noted that all three landing gear lights in the cockpit were illuminated green in indication that landing gear was in a down and locked position. She confirmed this configuration visually by looking at the reflection of the extended landing gear in a small mirror located on the wing. Upon touchdown, the main landing gear made contact with the runway and the student pilot began to reach for the landing gear handle thinking that it was the flap handle. The CFI waved her hand to block him and told him "no." The nose landing gear collapsed and the airplane slid on the nose. After the airplane came to rest the CFI noted that the landing gear handle was in the "down" position. The student pilot stated that he did not touch the landing gear handle.

A mechanic repairing the airplane reported that the landing gear and linkages were all intact with no anomalies noted. The actuator was not tested due to the extent of the damage. The airplane incurred damage to a rib in the nose.

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	24,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1	Last FAA Medical Exam:	March 1, 2005
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	577 hours (Total, all aircraft), 51 hours (Total, this make and model), 95 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft)		

Student pilot Information

Certificate:	Private	Age:	24, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1	Last FAA Medical Exam:	October 1, 2003
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	87 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8154H
Model/Series:	PA-44-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	44-8107001
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	T0-360-EIA6D
Registered Owner:	J & J Aircraft Leasing	Rated Power:	
Operator:	North Aire, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Prescott, AZ (PRC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Ernest A. Love Field Airport PRC	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	21L	IFR Approach:	None
Runway Length/Width:	7550 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	34.654445,-112.419441

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Jack Olge; Federal Aviation Administration; Scottsdale, AZ
Original Publish Date:	February 28, 2006
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=62751

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