



Aviation Investigation Final Report

Location:	Pine Bluff, Arkansas	Accident Number:	DEN08CA144
Date & Time:	August 13, 2008, 18:50 Local	Registration:	N6265P
Aircraft:	Piper PA-24-250	Aircraft Damage:	Destroyed
Defining Event:	Landing gear collapse	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, the landing gear was down and locked and the green GEAR SAFE light was illuminated. When the airplane touched down and the nose settled, the pilot heard the propeller strike the runway. The airplane skidded approximately 300 feet, then the main landing gear collapsed and the airplane skidded to a halt. The pilot exited the airplane. Shortly thereafter, as he walked back towards the airplane, he heard a "pop" and saw a small fire under the firewall and in front of the wing. The airplane became engulfed in flames. The cockpit and cabin area was completely gutted. A mechanic examined the airplane but was unable to determine the cause of the landing gear failure due to the amount of fire damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Landing gear collapse for reasons undetermined.

Findings

Not determined (general) - Unknown/Not determined

Factual Information

History of Flight

Landing-landing roll	Landing gear collapse (Defining event)
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Pilot Information

Certificate:	Private	Age:	82, 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 With waivers/limitations	Last FAA Medical Exam:	August 1, 2007
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3300 hours (Total, all aircraft), 1600 hours (Total, this make and model), 3300 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N6265P
Model/Series:	PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1373
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	August 1, 2007 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1920 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540-A1C5
Registered Owner:	Carl D. Purnell	Rated Power:	250 Horsepower
Operator:	Carl D. Purnell	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PBF,206 ft msl	Distance from Accident Site:	
Observation Time:	18:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	30°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pine Bluff, AR (PBF)	Type of Flight Plan Filed:	None
Destination:	Pine Bluff, AR (PBF)	Type of Clearance:	None
Departure Time:	18:15 Local	Type of Airspace:	

Airport Information

Airport:	Grider Field PBF	Runway Surface Type:	Asphalt
Airport Elevation:	206 ft msl	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	5998 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.173053,-91.935554

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Sid Lamonie; FAA Flight Stabdards District Office; Little Rock, AR
Original Publish Date:	January 22, 2009
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=68717

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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](#).