



# Aviation Investigation Final Report

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<b>Location:</b>	Jefferson, Georgia	<b>Accident Number:</b>	NYC08CA315
<b>Date &amp; Time:</b>	September 18, 2008, 15:46 Local	<b>Registration:</b>	N7195Y
<b>Aircraft:</b>	Piper PA-30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

Upon arrival at his destination airport, the pilot of a PA-30 attempted to extend his landing gear in preparation for landing. He discovered that one of the landing gear system circuit breakers had tripped. He attempted to reset the circuit breaker, but it would not reset. He then attempted to reset it a second time and was successful; he observed that the "green" landing gear down light was illuminated. During the landing roll, however, the landing gear collapsed and the airplane was substantially damaged. During the recovery of the airplane, when the master switch was turned on by the pilot, the landing gear dropped into the extended position. During interviews with the pilot, it was discovered that after the circuit breaker was reset, he did not continue with the "landing gear failure and manual gear extension" procedure, which was published in the Pilot's Operating Handbook for the accident airplane. A postaccident examination by a Federal Aviation Administration inspector revealed that the landing gear would extend and lock in the down position when the procedure was utilized.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to follow the airplane manufacturer's landing gear failure and emergency extension procedures. Contributing to the accident was a malfunction of the landing gear system for undetermined reasons.

## Findings

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<b>Aircraft</b>	(general) - Incorrect use/operation
<b>Aircraft</b>	(general) - Malfunction

## Factual Information

### History of Flight

<b>Approach-VFR pattern downwind</b>	Sys/Comp malf/fail (non-power)
<b>Landing-landing roll</b>	Landing gear collapse (Defining event)

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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	January 5, 2007
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 16, 2008
<b>Flight Time:</b>	1549 hours (Total, all aircraft), 656 hours (Total, this make and model), 1471 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N7195Y
<b>Model/Series:</b>	PA-30	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	30-219
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	August 18, 2008 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3124.4 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	160 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	WDR,943 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	15:40 Local	<b>Direction from Accident Site:</b>	225°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	26°C / 26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lawrenceville, GA (LZU)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Jefferson, GA (19A)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Jackson County Airport 19A	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	16	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4109 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.174446,-83.561111(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gunther, Todd
<b>Additional Participating Persons:</b>	Jim Payne; FAA/FSDO; Atlanta, GA
<b>Original Publish Date:</b>	January 22, 2009
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=68957">https://data.nts.gov/Docket?ProjectID=68957</a>

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](#).