



Aviation Investigation Final Report

Location:	Farmington, New Mexico	Accident Number:	CEN10CA533
Date & Time:	September 12, 2010, 12:04 Local	Registration:	N24WW
Aircraft:	Piper PA46-310P	Aircraft Damage:	Substantial
Defining Event:	Landing gear not configured	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot was landing after completing a practice instrument landing system approach in bright day conditions. The pilot reported that he extended the landing gear and flaps when he was about three miles from the airport. The airplane crossed the threshold of the runway and was just about to touch down when the pilot noticed that the landing gear green indicator lights appeared not to be illuminated. The pilot applied full throttle and immediately raised the landing gear and flaps. During the go-around attempt the airplane settled and the propeller struck the runway. The pilot held full power and a nose-high attitude as the airspeed decreased. The airplane struck obstructions on the side of the runway, resulting in substantial damage to the left wing. It then came to rest upright approximately halfway down the length of the runway. An inspection of the aircraft systems by a Federal Aviation Administration inspector revealed that the cockpit lighting dimmer switch, which controlled the illumination intensity of the landing gear lights, was set to the "Night Dim" position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's premature retraction of the landing gear and the flaps during landing. Contributing to the accident was the inadvertent dimming of the cockpit lighting, resulting in a perceived unsafe gear configuration.

Findings

Aircraft	Gear extension and retract sys - Incorrect use/operation
Personnel issues	Incorrect action performance - Pilot
Aircraft	Central warning - Incorrect use/operation
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Approach-VFR pattern final	Miscellaneous/other
Landing-flare/touchdown	Landing gear not configured (Defining event)
Landing-flare/touchdown	Runway excursion
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	July 13, 2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 5, 2010
Flight Time:	2644 hours (Total, all aircraft), 1060 hours (Total, this make and model), 2564 hours (Pilot In Command, all aircraft), 123 hours (Last 90 days, all aircraft), 44 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N24WW
Model/Series:	PA46-310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	46-8508071
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	April 25, 2010 Annual	Certified Max Gross Wt.:	4100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4713 Hrs as of last inspection	Engine Manufacturer:	Continental Motors
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO 520 Seri
Registered Owner:	AVIONTA LLC	Rated Power:	
Operator:	AVIONTA LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFMN,5506 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:02 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.29 inches Hg	Temperature/Dew Point:	25°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Durango, CO (00C)	Type of Flight Plan Filed:	None
Destination:	Farmington, NM	Type of Clearance:	VFR
Departure Time:	11:30 Local	Type of Airspace:	

Airport Information

Airport:	Four Corners Regional Airport FMN	Runway Surface Type:	Asphalt
Airport Elevation:	5506 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	ILS
Runway Length/Width:	6704 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	36.738056,-108.224441(est)

Administrative Information

Investigator In Charge (IIC):	Latson, Thomas
Additional Participating Persons:	John R DeWitt; FAA Albuquerque FSDO; Albuquerque, NM
Original Publish Date:	May 5, 2011
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=77258

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