

Inspector Statement

I, Lonnie Bruce Jeffcoat, do hereby state the following, which pertains to the inspection of N6767P, a Piper model PA24-250, with serial number 24-1897 on January 7, 2014, on the ramp area of the Grant County Airport (SVC) near Silver City, New Mexico. The reason for the inspection was due to a landing gear failure during landing. According to the pilot and owner Gregory Hudson, the aircraft was landed at SVC on runway 26 and, shortly after touchdown, the landing gear collapsed.

During the inspection it was noted that the bottom of the fuselage had sustained heavy damage consistent with a gear collapse, as opposed to the scraping only of the lower fuselage skins of a gear up landing. There were bent and buckled fuselage frames consistent with an even downward force of the aircraft onto the ground and in a forward motion.

General inspection of the aircraft showed a broken pitot tube, buckling of the fuselage skins around the lower antennas, some scraping damage to the lower antennas, scraping of the engine exhaust tubes, scraping of the brake calipers, and scuffing on the outboard sides of both main tires.

Closer inspection of the nose gear showed that the downlock switch was improperly mounted, upside down, and was not making contact with the striker plate. The nose gear appeared to be locked overcenter with the downstop flats of the drag brace and link making contact.

During an interview with the owner, he stated that he had to make a few turns of the rod end on the nose landing gear actuating rod in order for the nose gear to fully seat on the stop flats.

During an interview Joseph Cirri, the mechanic, it was noted there may have been damage to one of the frames that caused the nose landing gear to become out of rig; however, there appeared to be no movement of the transmission mounting when I inspected it.

During an interview with Robert Benavidez, who was a bystander and helped lift the aircraft after the accident, it was noted that after the aircraft was adjusted to have the nose landing gear locked, there was a gear safe (green) light was on. However, during the inspection, it was noted that the nose landing gear down switch was not making contact with the striker plate. Mr. Benavidez is an FBO owner at the Deming, NM airport, which is where N6767P is normally kept.

Other unairworthy issues noted with the aircraft were improper wiring spiral wrap on the nose landing gear down switch wiring. The wrap was not of aircraft quality and was melted and sagging from the wires. There were no signs of excessive heat within the area of the engine compartment where the wires were routed.

I am an Airworthiness Safety Inspector/FAA Team Program Manager (Airworthiness) stationed at the Albuquerque Flight Standards District Office (FSDO).

The above statement is true and correct.

Signed on January 22, 2014

L. Bruce Jeffcoat