



RECORD OF CONVERSATION

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NTSB Accident Number: CEN17CA150

During the course of the investigation, I worked with FAA FSDO Inspector Mark Hanley. The following information was obtained during the investigation:

The accident flight was an instructional flight, practicing touch and go landings at KPTK. The pilot landed the airplane on runway 21R and experienced a collapse of the nose and right main landing gears. The right wing partially separated from the fuselage resulting in substantial damage to the airplane. There was a history of gear malfunctions in the past, so the FAA was going to look into the maintenance history of the airplane.

The pilot reported that on downwind he extended the landing gear and made sure that there were three green indicator lights. He proceeded to fly to runway 27R and touched down on the left main landing gear first, then the right main. He felt the airplane “wobble” like it had a flat tire. When the nose wheel touch down the landing gears collapsed.

A review of maintenance information revealed that the nose wheel landing gear had collapsed in early December 2016. The airplane had flown about 200 hours since that incident.

Examination of the airplane found that the landing gear control circuit breaker tripped causing all landing gear to stop in transition and all landing gear indication lamps and warnings to become inoperative.

During a recent replacement of the instrument panel, the mechanic did not note a loose instrument panel lamp socket behind instrument panel which then sagged in service shorting the landing gear selector switch to ground and overloaded the landing gear control circuit breaker. When the landing gear control circuit breaker tripped there are no safe or unsafe landing gear indications or warnings.