

CEN18LA097
N9360P
Piper PA-24-260

Brent Allen Fargo FSDO
Inspectors Statement:

Feb. 7, 2018 aircraft was involved with a gear collapse after landing at Fargo Hector Airport approximately 1744 on runway 18. Aircraft had veered off the runway to the left and struck a runway intersection sign. Initial damage to the aircraft was center of right wing leading edge skin compressed and torn back to spar, no signs of spar damage. Nose gear actuator rod was found broken - appears as a result of aircraft going off in the snow.

Interview with the pilot on Feb. 8, 2018: Had left Vic's Aircraft after pre-flight performed in the aircraft in the hanger, taxied to Fargo Jet Center (FJC) to meet other party members in an additional aircraft. When leaving FJC aircraft would not start, after about 30min ground personnel were able to provide a GPU start. Pilot ran aircraft for about 10 minutes to charge battery and verified by checking ammeter. Charging was about 14 amps. Taxied out to run way and performed run up however did not verify ammeter. After departure noticed he did not receive radio call from tower and saw the all the radios were black. Pilot entered back in to pattern for FAR and change transponder setting for no communication and rocked wings. Fargo gave him a green light, Air carrier traffic was in the pattern as well and initiated a go around, so he prepared to land on runway 18. Selected gear down by normal procedures and then due to electrical failure initiated emergency gear extension. Pilot was unable to remove cover plate to emergency gear handle so he just bent it back, then placed rod into right hole on torque tube and moved it forward and rocked back and forth, checked mirrors on wing tips and gear appeared to be down. On touch down gear did collapsed and the aircraft slide off the runway.

Pilot did was not able to see the emergency gear extension instruction on the cover plate since he could not get it removed and failed to use emergency procedures in the AFM or abbreviated check list to properly extend the gear.

NTSB on Feb.12, 2018 determined that this incident was an accident, due to the damage of the aircraft.

On Feb 22, 2018 Talked with Dave Sahl, mechanic doing the damage assessment and troubleshooting for the aircraft electrical system, It appears that the alternator is the cause of the electrical charging failure and a battery that was not fully charged before takeoff losing power after radios and flap and gear operation were conducted.

Aircraft substantial damage was to right wing and landing gear retraction system. It appears that the gear was part way retracted when electrical power was lost and when the aircraft landed it forced the gear up in the wheel wells damaging the system. Aircraft belly skins received some damage but may have been result of recover.

**BRENT W
ALLEN**

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