



CEN19LA168

Greeley, Colorado

June 24, 2019

Piper PA-24

N5866P

NTSB LANDING GEAR EXAMINATION REPORT

PARTICIPANTS IN THE EXAMINATION

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HISTORY OF FLIGHT

On June 24, 2019, about 1025 mountain daylight time, a Piper PA-24 airplane, N5866P, experienced a right main landing gear collapse upon landing at Greeley-Weld County Airport (GXY) in Greeley, Colorado. The airplane was privately owned and operated. The pilot and passenger were not injured, and the airplane received substantial damage to right wing spar and aft bulkhead structure. The airplane was operated under 14 Code of Federal Regulations Part 91 as a personal flight. Day visual meteorological conditions prevailed, and no flight plan was filed for the local flight.

The pilot reported he had just completed a touch and go on runway 28 prior and landed uneventfully. He completed a final circuit around the pattern, intending to complete a full stop landing. On final approach and touchdown, the pilot stated everything “was good.” Then the airplane’s right wing dipped down, and the nose veered left causing the airplane to exit the runway surface. The airplane hit a taxiway light and continued into the infield on the south side of the runway where it came to rest.

DETAILED EXAMINATION

On July 16, 2019, the NTSB IIC and FAA traveled to GXY where the airplane was being stored in the owner’s hangar to conduct an examination of the landing gear of N5866P and complete a gear swing in support of the investigation. Upon arrival, the hangar door was open, and the airplane was on “blocks” with the right main gear collapsed.

It was determined the gear was not able to be swung due to impact damage. The side brace stud of the main gear side brace upper link assembly was disconnected from the main gear side brace support fitting assembly. The roll pin inserted through the threading on the stud that connects to the support fitting was sheared and the threads of the stud were stripped. The push pull (conduit) cable assembly arm that connects to the main gear side brace upper link assembly and actuated the landing gear was bent upward. These damages appear consistent with a side load on the landing gear.

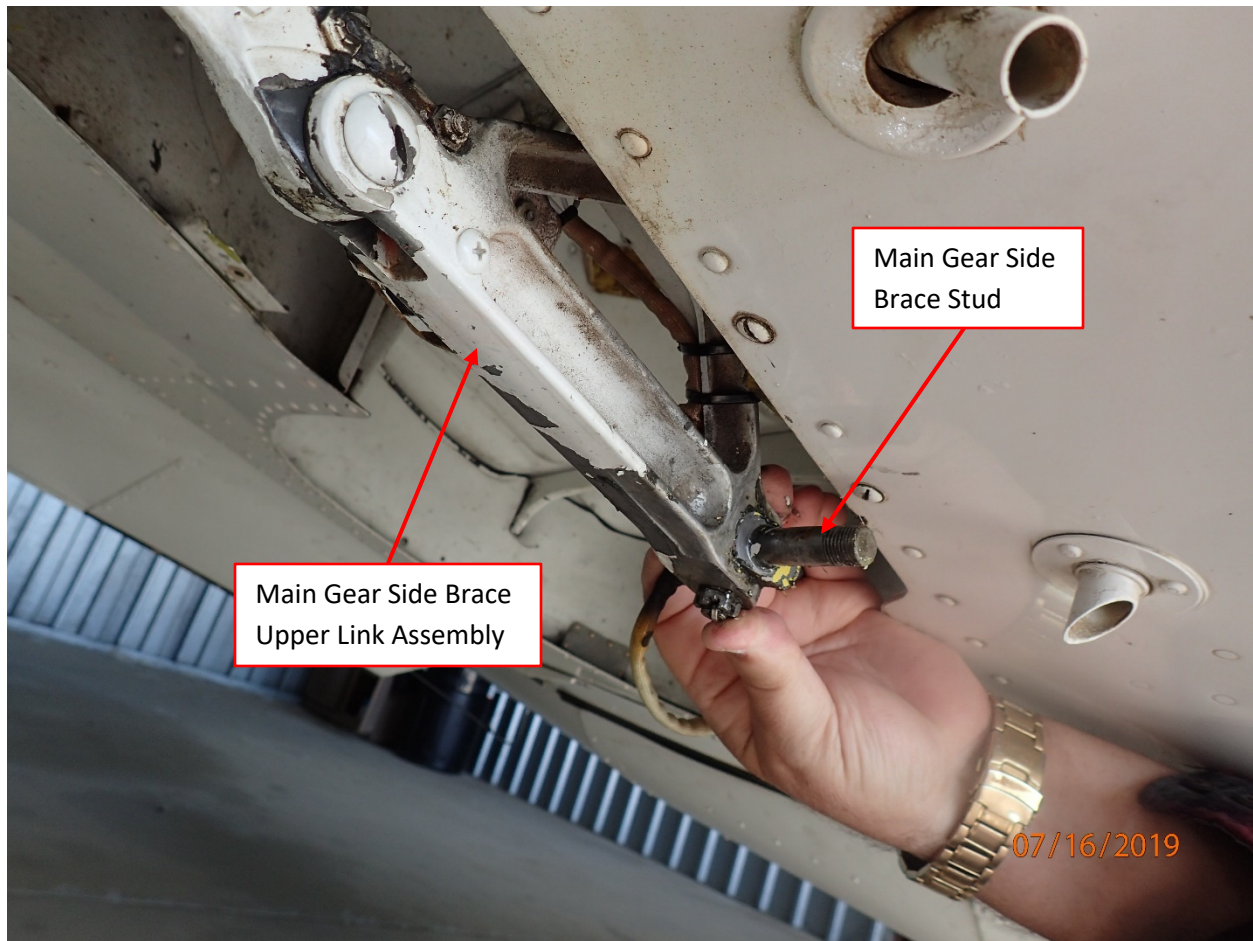


Figure 1: Disconnected Main Gear Side Brace Upper Link Assembly and Main Gear Side Brace Stud

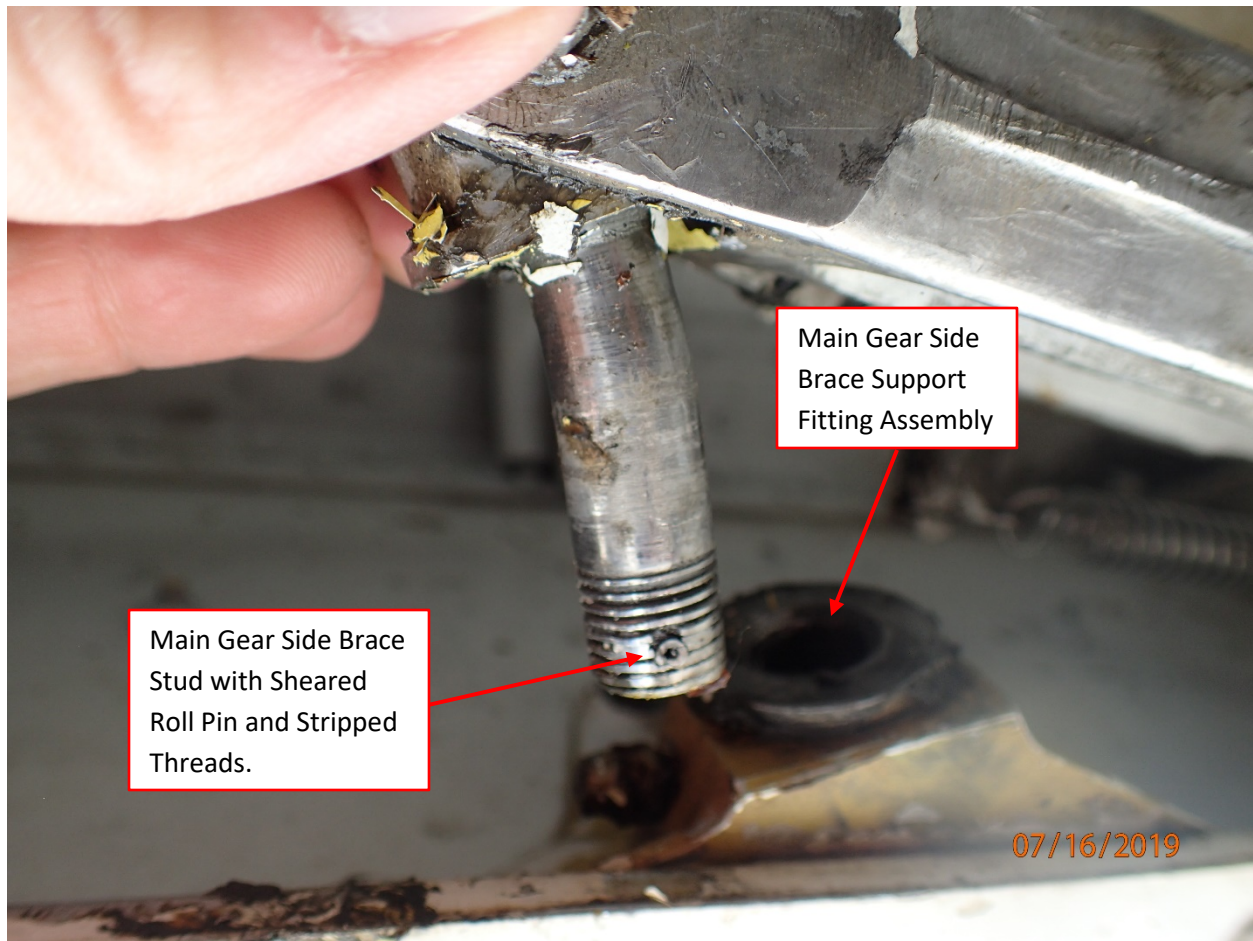


Figure 2: Main Gear Side Brace Stud and Main Gear Side Brace Support Fitting Assembly

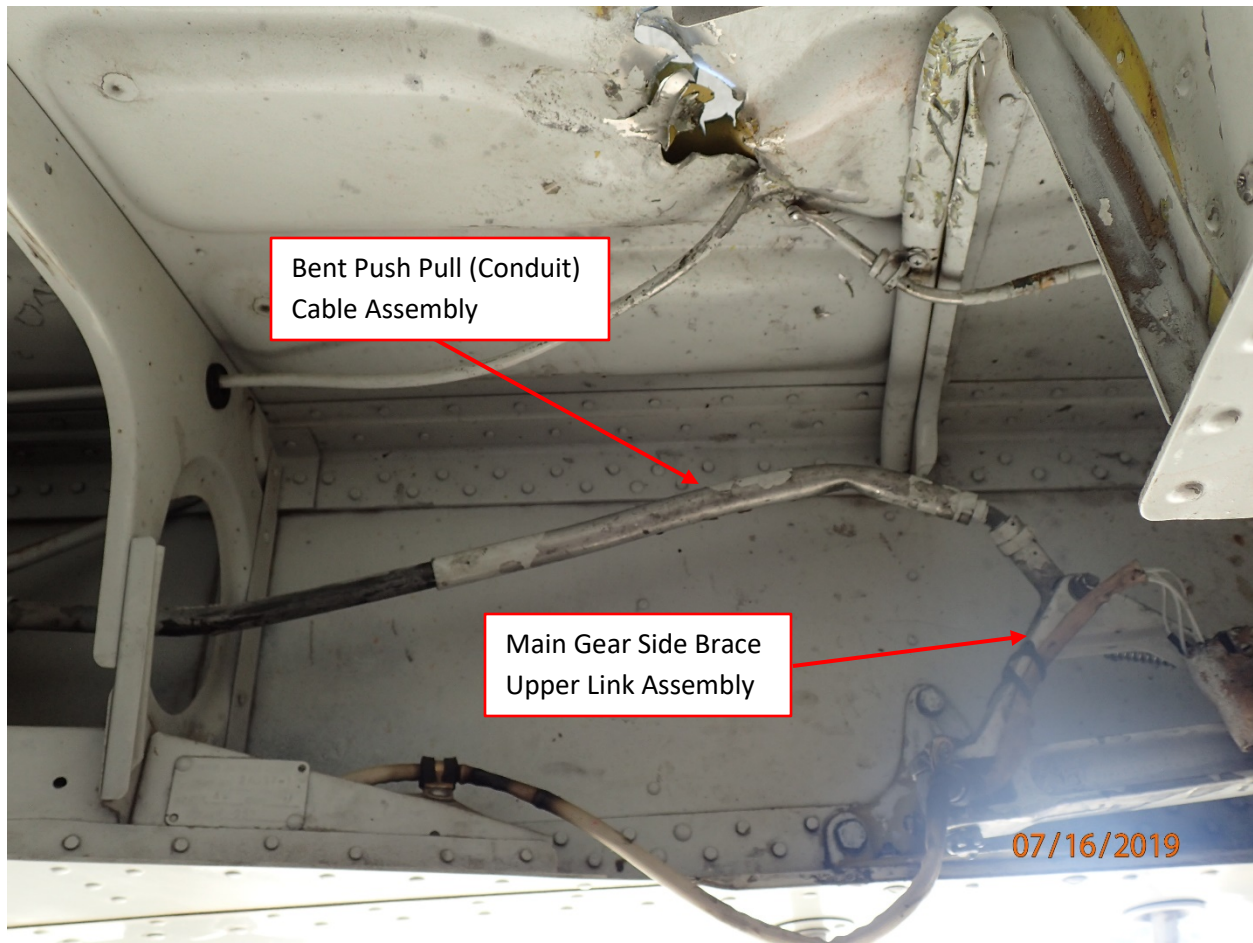


Figure 3: Bent Push Pull (Conduit) Cable Assembly and Main Gear Side Brace Upper Link Assembly