



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

RECORD OF CONVERSATION

Who: Thomas Lane, pilot/owner N59196

When: March 22, 2016

In a telephone conversation, Mr. Lane stated that he performed a thorough preflight inspection and engine run-up utilizing the appropriate checklists before he departed and everything was normal. About 10 minutes after takeoff, with the landing gear and flaps fully retracted, he noticed the airplane began to lose electrical power and contacted air traffic control to let them know that he had an alternator failure and wanted to return to MYR. Mr. Lane said he was cleared to return to MYR and shortly after he turned back to the airport, the airplane lost all electrical power. His daughter called the control tower via a cell phone, which in turn, cleared him to land. Mr. Lane said he attempted to pump the landing gear down with the emergency gear-extension handle, but the main landing gear would not fully extend. Only the nose wheel extended to what appeared to be the fully down and locked position.

Mr. Lane said it would normally require about 45-47 pumps of the emergency gear extension handle to move the gear into the down and locked position; however, after about 10 pumps he could sense there was a no hydraulic pressure in the system and it "didn't seem normal." He continued to try and pump the gear down for about 20 minutes before he realized that the main gear was not going to extend and he would have to land with unlocked landing gear. Mr. Lane said that the landing was smooth and the main landing gear held the support of the airplane for a while before they collapsed and the rear of the airplane bounced on the ground.

Mr. Lane said he was not required by the manufacturer to check the landing gear hydraulic power-pack fluid level before every flight; however he had checked the level the day before and it was "ok." Mr. Lane also said the hydraulic system was leaking in November 2015 and maintenance was performed to the hydraulic accumulator and an actuator was repaired. The hydraulic system and gear were tested after the repair and no leaks were found. Mr. Lane said there were no more issues with the landing gear hydraulics leaking after the work was performed. He also stated that he did not test the emergency gear extension system after this repair and had not practiced any manual gear extensions in the airplane in several years.

The pilot also reported there no mechanical issues at all prior to the accident flight.

Leah D. Read

Sr. Air Safety Investigator

National Transportation Safety Board