

7-27-16.

I FRANKLIN GUZMAN THE OWNER AND PIC OF N3261X ON SATURDAY OF THE LANDING @ LDJ. WITH THE MAIN GEAR THAT COLLAPSED.

THAT AFTERNOON/MORNING I MET WITH OSCAR TOLEDO, PREPARED THE A/C FOR A FLIGHT (NORMAL TO CHECK ALL EQUIPMENT, FOR AN UPCOMING FLIGHT WITH SPOUSE TO HICKORY/ NORTH CAROLINA) CHECKED OPERATION OF RADIOS AND ENGINES, MADE A COUPLE OF TURNS, WE ALSO CHECKED THE OPERATION OF THE AUTOPILOT. ONCE SATISFIED, PROCEEDED TO GO BACK TO LINDEN AIRPORT. ALL SEGMENTS OF THE FLIGHT WERE NORMAL (TAKE-OFF WAS NORMAL.) APPROX 15-20 MILES FROM LDJ, OSCAR T. ADVISED ON THE UNICOM OUR POSITION AND LANDING INTENTIONS AS I CONFIDENTLY CONFIGURED THE A/C (SLOW DOWN FOR FLAP EXTENSION & GEAR) LOWERED THE FLAPS FIRST SEGMENT TO GET WITHIN GEAR EXTENSION SPD. ON DOWNWIND/45° ENTERING, LOWERED THE GEAR PERFORMED GUMP/CHECKLIST. CONFIRMED ON DOWNWIND ABEAM THE RUNWAY MARKINGS 3 GREEN LIGHTS ILLUMINATED CONTINUED DOWNWIND TO BASE WITH ALL PROTOCOLS AFTER TURNING BASE TO FINAL CONFIRMED 3 GREENS AND COOKED (ALWAYS DO) AT THE MIRROR ON THE LEFT ENGINE COWL TO VERIFY NOSE GEAR DOWN.

CONTINUED WITH APPROACH, SLOWED A/C TO TOUCH DOWN, AS THE MAINS TOUCHED I HEARD SOME KIND OF NOISE FROM THE MAINS. I FLARED THE A/C NORMALLY, AS SOME AIRSPEED BLEW OFF THE A/C DROPPED TO ONE SIDE. I CONTINUED TO TRY AND HOLD THE NOSE UP BUT SHORTLY AFTER THE PLANE STOPPED FLYING. (AT SOME POINT OSCAR T. ATTEMPTED TO FEATHER THE ENGINES) THE A/C CONTINUED DOWN THE RUNWAY AS I TRIED TO MAINTAIN DIRECTIONAL CONTROL BY USE OF THE RUDDER PEDALS BUT SHORTLY AFTER VEERED TO THE GRASS. OSCAR OPENED THE DOOR AND WE IMMEDIATELY EXITED THE A/C.

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