

Incident Report: Gear Collapse, N224MH

Written by Zach Hurst, PIC

9/21/2016

On Friday, September 16, I met Jon Sweigart at the hangar for N224MH. The intention for our flight was to provide flight training towards high performance and complex endorsements for Mr. Sweigart. This flight was our second lesson together in the aircraft. Before arriving at the hangar I had checked the weather in the local area. Our plan was to depart KLNS for KMQS and practice normal takeoff, climb, descent, landing, and traffic patterns. Jon conducted the preflight under my supervision. I visually inspected the main landing gear personally even after Jon had completed the preflight. We tested the gear warning horn and warning lights together and observed no abnormalities during preflight inspection.

After fueling the aircraft, we departed LNS and went through climb, cruise, and descent checklists followed by a normal landing at MQS. We then flew approximately six traffic patterns and landings at MQS and all of them were to a full stop. The gear cycled normally with no indications out of the ordinary. When power was reduced and the gear was not yet extended, we observed the gear horn was operational. Approximately an hour after departing at LNS we left MQS and returned to LNS. We practiced descent and arrival procedures on the return. We extended the gear at 140 kts and confirmed a green light indicating gear was locked. We finished the rest of the "Before Landing" checks while entering a downwind for runway 8. The tower extended our downwind significantly due to traffic. We were cleared for the option after turning final. Mr. Sweigart completed the before landing checklist for the second time. I verified that we had a green light. By this point in our approach we had 15" of Manifold pressure set with full flaps and no gear warning horn indications.

Mr. Sweigart was the pilot flying during the approach and landing. The aircraft touched down briefly but lifted off again due to excessive back elevator after touchdown.

Immediately after touchdown the gear warning horn came on. I took the controls at that point and set the right main gear on the ground. I held the aircraft straight while it decelerated and at somepoint the nosewheel touched down. As it slowed, the aircraft began to yaw right and the left wing touched down after yawing about 60 degrees. The aircraft slid to a stop quickly. I leaned the mixture to cutoff and secured the aircraft before exiting.

**From:** [Jon Sweigart](#)  
**To:** [Luke, Daniel \(FAA\)](#)  
**Subject:** Klns- 224mh. Statement  
**Date:** Monday, September 19, 2016 4:34:39 PM

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Daniel,

I started my flight at 8 am on Friday September 16th by checking weather for the Lancaster Area for my instructional flight with Zach Hurst. The weather was much above VFR limitations and was a good day for flight. Zach and I departed from KLNS around 9:15 am and flew to Chester County airport and made around 8 take off and landings. We then departed from Chester County Airport around 11 am to continue my training at KLNS. We entered a right down wind for runway 8 at around 1600 feet. It was right before we entered the downwind that we put the gear down and verified the gear was down by the green indication light. We then proceeded on an extended downwind because we were number four for the runway. After Lancaster tower cleared us to make base turn and cleared to land runway 8 we proceeded to do so. We had double checked our gear had a green indication on final. We touched down on the right wheel on runway eight and just afterwards the gear horn began to sound and we realized the left wheel was not in its landing position. The airplane then fell to its left wing and spun around a 190 degrees as we slid to a stop on the runway. We made sure the fuel was shut off and master switch was off and quickly exited the airplane.

This is my statement,  
Jon Sweigart