

N8328V

landing Gear Incident 12/03/17

Location: Thomasville, GA KTVI

Time: approximately 3:20 PM

Pilot: John P. Donovan

Certificate number: [REDACTED] CMEL instrument

Medical: 2nd class, exam date: 02/22/2017

Flight plan:

5W4 to TVI

Time enroute: 2:15

Fuel on board: 3:30

Souls on board: 4

Landing Weight: 4193

Landing GC: 90.713

The trip was uneventful. Weather was overcast until approximately 10 miles north of TVI, at which point it went to thin scattered. RNAV 4 was requested but IFR was cancelled when TVI was in sight.

Normal landing procedures were followed and gear extension was initiated on a 3 mile base leg to runway 4. When the gear lever was placed in the down position, the nose and right main green lights came on. There was a high pitched whining sound and the left main gear light did not come on. The gear switch was cycled up and down 3 times with the same result. At that point the gear switch was left in the down position and the emergency gear release handle was unlocked and pulled all the way out. There was no change in the gear indicator lights. The nose and right main showed down and locked but the left main did not. The whining sound was still heard.

A radio call was made to TVI to request a visual check during a low fly by. TVI ground personnel observed the landing gear during a low fly by with the left side toward the FBO. Ground observation showed all gear in the fully down position.

A normal landing was made on runway 4 with extra care to land as softly as possible with minimal braking. Landing seemed normal with no issues during initial roll out. At approximately 30-40 kts the left main collapsed causing the left wing to strike the runway as well as the left propeller. The aircraft turned 90 degrees left and skidded to a stop just off the runway. Passengers were told to exit immediately. Fuel selectors were set to off and all electrical switches set to off. Pilot exited at that time. TVI ground personnel were enroute to the scene.

A backhoe was used to raise the left side so that the gear could be manually lowered and locked. The left main gear would swing to the fully down position but the down lock link would not lock in place. The down lock was safety wired in place so the plane could be moved off the runway area.

A black rectangular redaction box covers the signature of John P. Donovan. A handwritten checkmark is visible to the left of the redaction.

John P. Donovan

12/04/2017