

Mark Baker

N8282K Incident 1-1-23 at 7:30 PM

On January 1, 2023, I went to 3N6, where I kept my plane in my hangar. I was looking to complete my night currency. I still had two full-stop landings to make the currency. I did one full-stop night landing a few weeks back on Dec 4, 2022.

On 1-1-23, I preflight my plane did my runup, and checked everything out. I was going to stay in the pattern and make two full-stop landings.

I had one flap in for take-off. As I took off and had a positive rate of the climb, I retracted my landing gear and took the flap out. As the landing gear was coming up, I saw that only the nose gear light went off, and the left and right gear was still down (showing green lights); the gear transition light was still orange. At the same as this was going on, my Garmin 530 went off and rebooted.

At this point, I put the landing gear lever back in the down position, and after about 30 seconds, the nose gear came down, and I was on my downwind. I saw I had my radio 1 working on the Garmin.

As I was coming in for the final on the 24, I noticed I was low (I had a clear view of the runway and did not see the trees or any obstructions). I immediately added power.

I heard the first strike, then a few more. At this point, I did not know how much damage had occurred, so at this point, the runway was defiantly within reach for a safe landing.

I made a safe and controlled landing and taxied to my hanger.

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Cell- [REDACTED]