

95-B55 "Baron" N7371R
01 APRIL 2024 Incident Witness Statement

To whom it may concern,

I was in the right seat of the N7371R to track and record engine data via pictures and video using my cell phone camera for the 1st hour of the break-in procedure of the 2 new engines that had been installed. The pilot contacted ground and proceeded to taxi for a runway 31 departure. After run-up and systems check with no abnormalities noted, we requested and were cleared for take off on 31 from Bravo 5 intersection. We taxied into position, powered up, and started our take off roll. Shortly after take off the gear was retracted, I took a picture of the engine instrumentation, and we turned to the west. Approximately 10 to 15 seconds later the entire instrument panel went black and appeared to lose power, along with our radio equipment, the only indication of anything we had was the right alternator in-op light was on. We were basically in position on a crosswind and turned downwind for 31. I came to the realization that we had no contact with the tower so I attempted to call ATC on my cell phone. I could not hear anything on my phone that indicated to me whether my call went out or not. The pilot was trying to address the electrical failure problem and fly the airplane. I made a second attempt to call ATC with the same result, however I briefly spoke into the phone on the chance they had answered and could hear me. I identified who and where we were and gave a very brief description of our situation. The pilot was at this time trying to hand crank the gear down, deconflict traffic, and fly the aircraft, I offered to take over hand cranking the gear down. I turned the hand crank until I could no longer turn it. The pilot then attempted to turn it more and could not. At this time we were on an extended downwind and starting to turn base. I then made a third attempt to call the tower as we turned final for 31. The pilot had throttled back for the upcoming landing and at this time I heard ATC answer the phone. I identified us as N7371R and told them we were on about a 2 mile final with a complete electrical failure. The controller asked if I was declaring an emergency to which I answered "yes, I am declaring an emergency". He then cleared us to land and I asked if he could tell if our gear was down. He said he could see three gear legs but could not tell if they were locked to which I responded "I understand". By this time we were over the end of the runway and about to land. I gave him souls and fuel on board then hung up the phone. The touchdown was on the mains with the nose to follow shortly after. We seemed to roll about 100 feet then the right side gear started to give, the right wing sank to the runway, and started to drag us off to the right. I reached down and shut off the right and left fuel selectors just before sliding off the right side of the runway, through a runway sign, and over its concrete pad as the rest of the landing gear folded/failed. We came to stop about 15 to 20 feet beyond that. I exited the aircraft and the pilot followed. I called the tower again to let them know we were not injured and that there was fuel leaking from the right wing.

Thank you,
Liam Mullane