

Arthur J Porreca

[REDACTED]
Henderson, NV 89002

October 17, 2013

To Whom it may Concern,

To the best of my recollection, the following events took place with respect to my Biennial flight review in the Piper Arrow N 3836M on Wednesday October 16, 2013.

At approximately 13:00 local time CFI Kevin Jahnnny and I preflighted and topped off the Piper Arrow and departed HND for the practice area in Boulder City and a routine series of practice maneuvers and airwork. At the beginning of the flight Mr Jahnnny informed me that he would be acting as Pilot in Command for the flight. The aircraft performed as expected with no anomalies regarding the operation of the landing gear.

At approximately 14:45, Mr Jahnnny and I returned to HND to perform pattern work. After performing 3 normal touch and gos, a run through of emergency landing gear procedures turned up a left gear light out after full extension of the the other 2 gear. After recycling the landing gear all three gear down lights illuminated and a normal landing was made. The control tower confirmed that the gear indeed looked normal. After that touch and go, the landing gear retracted normally and the final landing was requested. We were cleared to land on runway 35R and at midfield on downwind, the gear selector was placed in the gear down position and again the left main light did not illuminate. Mr Jahnnny took control of the aircraft. The control tower again reported the gear looked normal. On final Mr Jahnnny tried slipping the aircraft to see if we could get a green light on the left side. While he was doing that, I switched light bulbs to check the integrity of the bulbs only to find that that the bulb was good.

Mr Jahnnny did a good job of landing gently on 35R and the main gear seemed to touchdown normally. Shortly after touchdown the left wing could be felt dropping as the left main gear proceeded to collapse resulting in the left wing contacting the runway and a departure of the runway to the left with the aircraft coming to rest in the drainage ditch on the West side of the runway near the intersection of Taxiway E and 35R.

I noticed fuel spilling from the left wing and we quickly exited the aircraft after turning off the main electrical switch. Neither Mr Jahnnny nor I was injured in the incident and we waited at a safe distance for emergency personnel to arrive. There was no post crash fire.

End of Report