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N3836M Accident Report Written Statement

On October 16, 2013 at approximately 2130 Zulu, myself along with another pilot of which I was conducting a flight review was involved in an accident due to a left landing gear malfunction. Prior to the full-stop landing, myself along with the other pilot were practicing landings for the flight review. We decided to conclude the flight and continue another day to finish the landings. The second to last landing is where I noticed the left gear indicator light was not illuminating. At this time emergency gear extension procedures were followed; we were cleared for a touch-and-go on 35L. At approximately 2110Z I asked ATC to check our left main gear and they explained that the gear did in fact appear down. Rather than taking a chance, I decided to go-around. Following the go-around ATC gave us instructions to make right traffic for runway 35R. On downwind I cycled the landing gear and noticed the left main landing gear indicator was still not illuminated; we had the same scenario as before and attempted the same emergency procedure. We received two green lights and the left main gear was still not illuminated – I could not confirm that the gear was locked. I clarified with the tower that I would be requesting the option rather than staying in the pattern. I proceeded cautiously with the landing by approaching at the airspeed recommended on the checklist. When turning on final approach to 35R I verified that the fuel selector was to the RIGHT tank in an effort to isolate the left fuel tank should the gear collapse. At a safe altitude I attempted to slip the aircraft so the centrifugal force would possibly lock the gear in place.

I did my best to land as soft as possible and in many ways it was a very soft landing. As the airplane began to settle on all three of its gears I felt the left wing start to dip. At that time I tried to keep the aircraft on the runway by applying some right rudder but as soon as the gear collapsed we were drifting immediately to the left edge of the runway. Once we were off the runway but still rolling, I immediately pulled the mixture to idle-cutoff and began shutting the aircraft down by switching the master switch to off and moving the fuel selector valve to the OFF position. At this time, the airplane was in the ditch just off to the left of runway 35R and just before taxiway Echo. I unlatched my safety belt and shoulder harness and vacated the aircraft immediately. The other pilot to whom I was conducting the flight review for also immediately vacated the aircraft. Once clear of the aircraft I noticed a fuel leak on the left wing. The other pilot and I waited for the appropriate officials to show up at the scene of the accident. Neither occupant reported any injuries after the landing.