

Eckrote Debra

From: Anthony.Q.Roldan [REDACTED]
Sent: Monday, November 25, 2013 3:46 PM
To: Eckrote Debra
Subject: RE: WPR14CA018 FAA FORM 8020-23

Yes... that is fine - and please let me know if you need other items in the file. [REDACTED]
[REDACTED]

Anthony Q. Roldan
Principal Operations Inspector
Federal Aviation Administration | Las Vegas Flight Standard District Office

[REDACTED]

[REDACTED]

From: "Eckrote Debra" [REDACTED]
AWP-LAS-FSDO-19, Las Vegas, NV
To: Anthony Q Roldan, [REDACTED]
Date: 11/25/2013 03:14 PM
Subject: RE: WPR14CA018 FAA FORM 8020-23

Hi Anthony, thank you for the information. I would like to use the 2 Appendix pages as supporting documentation for the factual report if ok with you?

Debra J. Eckrote
Regional Chief
Western Pacific Region
505 South 336th St
Suite 540
Federal Way, WA 98003

[REDACTED]

8. AIRPORT NAME

HENDERSON EXECUTIVE AIRPORT

16. POWER PLANT MAKE/MODEL/SERIES

LYCOMING I0360 SER

33. NARRATIVE

ON OCTOBER 16, 2013, AT APPROXIMATELY 14:45 PDT, N3836M, A PIPER PA-28R-201, LANDED ON RUNWAY 35R AT HENDERSON EXECUTIVE AIRPORT, NV (KHND) AND VEERED OFF THE RUNWAY AS A RESULT OF THE LEFT MAIN GEAR COLLAPSING. THE AIRCRAFT HIT A RUNWAY LIGHT AND CAME TO REST IN A RECESSED AND UNPAVED DIRT AREA BETWEEN RUNWAYS 35L AND 35R APPROXIMATELY 1500' FROM THE RUNWAY THRESHOLD OF RUNWAY 35R.

THE 2 OCCUPANTS ON BOARD WERE UNINJURED AND EXITED THE AIRCRAFT WITHOUT ASSISTANCE. THERE WAS NO FIRE AS A RESULT OF THE ACCIDENT.

ACCORDING TO THE WRITTEN STATEMENT SUBMITTED BY THE PIC, THE FLIGHT HAD ORIGINALLY DEPARTED WITH FULL FUEL FROM KHND AT APPROXIMATELY 1300 PDT FOR THE PURPOSE OF CONDUCTING A FLIGHT REVIEW. THE PIC WAS THE FLIGHT INSTRUCTOR CONDUCTING THE FLIGHT REVIEW. AFTER RETURNING FROM THE PRACTICE AREA, A DECISION WAS MADE TO PRACTICE TAKEOFF AND LANDINGS AT KHND. DURING THE SECOND TO LAST LANDING, THE LEFT MAIN GEAR INDICATOR LIGHT DID NOT ILLUMINATE WHEN THE GEAR WAS SELECTED IN THE DOWN POSITION.

THE PIC PERFORMED VARIOUS TECHNIQUES INCLUDING RECYCLING THE LANDING GEAR AND EXECUTING A SIDE SLIP TO HELP WITH LOCKING IN PLACE THE LEFT MAIN GEAR. EVEN AFTER UTILIZING THE EMERGENCY GEAR HANDLE, THE LEFT MAIN GEAR INDICATOR LIGHT DID NOT ILLUMINATE. THE PIC ASKED KHND TOWER TO VERIFY THAT THE LANDING GEAR WAS DOWN. KHND TOWER INDICATED THAT THE LANDING GEAR APPEARED IN THE DOWN POSITION. THE PIC MADE THE DECISION TO LAND AND PERFORMED A GO-AROUND ON THE FIRST ATTEMPT. ON THE SECOND ATTEMPT THE AIRCRAFT LANDED. AFTER THE AIRPLANE SETTLED ON ALL THREE GEARS, THE PIC FELT THE LEFT WING BEGIN TO DIP AND THE AIRCRAFT VEERED OFF THE RUNWAY.

DUE TO THE FACT THAT THE AIRPLANE HIT A RUNWAY LIGHT AND CAME TO REST IN A RECESSED DIRT AREA, DAMAGE WAS FOUND TO THE FOLLOWING CONTROL SURFACES:

BOTH LEFT AND RIGHT WING FLAPS
LEFT AIRLORON

PROPELLER
NOSE GEAR
LEFT MAIN GEAR
STABILATOR

43. BRIEF EXPLANATION OF ISSUES INVOLVED

THE INVESTIGATION REVEALED THAT THE PIC WAS CURRENT AND QUALIFIED TO ACT AS PIC AT THE TIME OF THE ACCIDENT. THE PIC STATED THAT HE PERFORMED THE EMERGENCY GEAR EXTENSION PROCEDURES AND WAS CONFIRMED BY A WRITTEN STATEMENT SUBMITTED BY THE SECOND PILOT RECEIVING INSTRUCTION. IT WAS FOUND THAT THE PIC HAD SWITCHED THE FUEL SELECTOR TO THE RIGHT TANK IN AN EFFORT TO ISOLATE THE LEFT FUEL TANK SHOULD THE GEAR COLLAPSE ON LANDING.

THE PIC ALSO BROUGHT THE MIXTURE TO THE CUTOFF POSITION JUST AFTER EXITING THE PAVED SURFACE BUT BEFORE THE AIRCRAFT HAD COME TO REST IN AN EFFORT TO REDUCE THE RISK OF FIRE.

EXAMINATION OF THE LEFT MAIN GEAR WHEEL WELL INDICATED EXCESSIVE CORROSION, DIRT, AND WEAR ON THE LANDING GEAR CONTROL ARM, STRUT, TORQUE LINK, GEAR SPRING, AND ASSOCIATED CONNECTIONS. THE POST ACCIDENT EXAMINATION ALSO REVEALED THAT THE LEFT MAIN GEAR LIGHT ILLUMINATED WHEN THE LEFT MAIN GEAR WAS MANUALLY EXTENDED AND LOCKED. A REVIEW OF THE AIRCRAFT MAINTENANCE LOGS INDICATED THAT THE LAST MAINTENANCE COMPLETED WAS CONDUCTED ON AUGUST 12, 2013 AS THE AIRPLANE UNDERWENT A 100HR INSPECTION. THE LAST ANNUAL INSPECTION WAS CONDUCTED ON MAY 1, 2013.

THE AIRFRAME AND POWERPLANT MECHANIC WITH INSPECTION AUTHORIZATION WHO COMPLETED AND SIGNED OFF THE ANNUAL INSPECTION WAS COUNSELED BY THE FAA AIRWORTHINESS INSPECTOR ASSOCIATED WITH THIS CASE REGARDING THE USE OF THE MANUFACTURER'S INSPECTION CHECKLIST WHEN COMPLETING 100HR/ANNUAL INSPECTIONS.

A 50 HOUR INSPECTION WAS COMPLETED ON JULY 11, 2013 AND A 100 HOUR INSPECTION WAS COMPLETED ON AUGUST 12, 2013 BY 2 DIFFERENT A&P MECHANICS.