



RECORD OF MEMORANDUM

Eleazar Nepomuceno
Aviation Accident Investigator
Western Pacific Region

NTSB Accident Number: WPR19LA180
Aircraft Registration & Make/Model: N786N; Piper PA-28R-200
Accident Location: Chandler, Arizona
Accident Date: June 28, 2019

Narrative:

The following is a synopsis of the information provided by the airframe manufacturer:

SUMMARY

On 06/29/2019 at about 1855 Arizona Time, a 1974 Piper PA-28R-200 Cherokee Arrow II suffered a landing gear collapse during landing on Runway 22 at Chandler Municipal Airport (CHD), Chandler, AZ. The aircraft was substantially damaged by contact with the ground and airport lights, and the two occupants reported no injuries.

CREW & OCCUPANT INFORMATION

The pilot reported he was seated in the #2 (right front) seat at the time of the accident. He also indicated he and the passenger (seated in the #1 seat) deplaned through the forward cabin door without difficulty.

METEOROLOGICAL INFORMATION

At 1856, conditions reported at CHD were winds from heading 260 at 12 knots, gusting to 22 knots; 10 statute mile visibility; temperature 41°C (105.8°F); dew point 4°C (39.2°F); and an altimeter setting of 29.78.

AIRCRAFT INFORMATION

The aircraft had been registered to the pilot since 2015. Prior to 2015, it bore the registration number N54392.

Damage to the Aircraft

The aircraft received substantial damage to the left wing, stabilator, landing gear, and empennage.

Other Damage

At least one runway light was struck and damaged.

Accident/Incident History

The aircraft has no reported incident or accident history under either the current or the previous registration.

WRECKAGE/IMPACT INFORMATION

The aircraft had been removed from the runway and was parked on CHD's apron near Taxiway A.

Fuselage

The fuselage exterior showed no obvious defects or damage. The cabin likewise appeared undamaged. The landing gear lever was positioned to down. The emergency gear extension lever was positioned to off, and a clevis pin was noted inserted above the lever. The flap handle was stowed (flaps up.) The tachometer recording window showed 773.7; the Hobbs meter showed 2880.5.

Left Wing

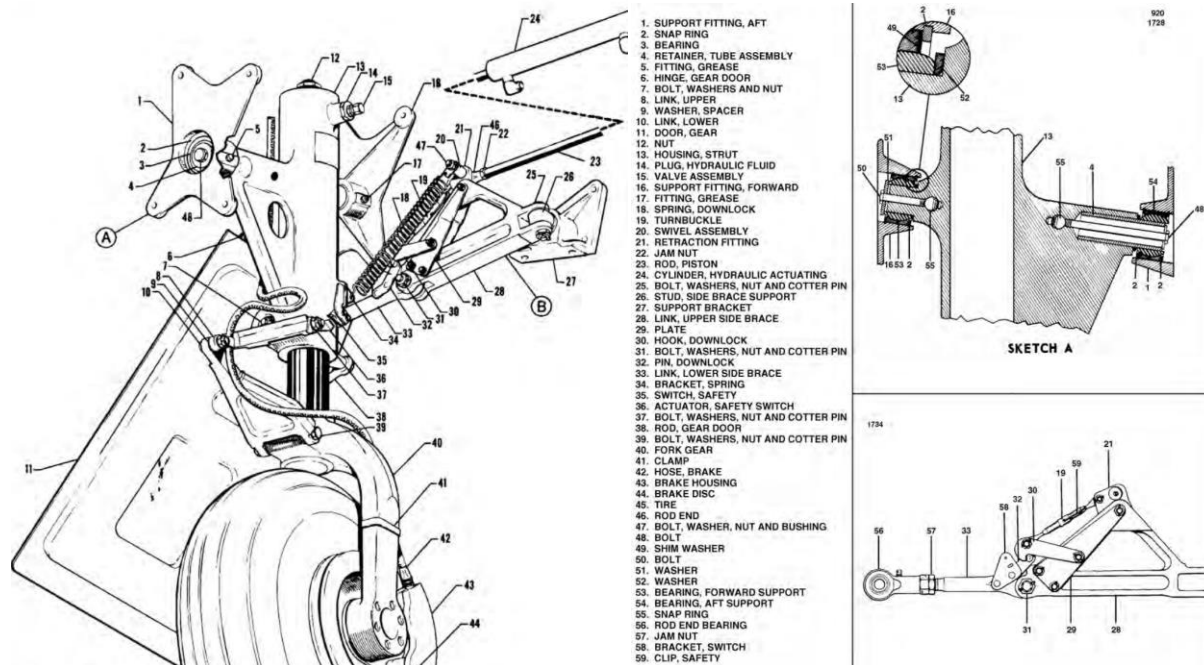
The left wing appeared undamaged aside from the below listed observations. The fiberglass wingtip remained mounted to the wing. Some deformation and cracking of the gel coat was noted. The underside of the wingtip displayed scratching and abrasions that appeared to be oriented spanwise (from the wingtip to the root.)

The pitot mast had been broken away from the wing skin and dangled by wires and air lines; the outboard corner of the mast was abraded.

The aileron and flap displayed buckling and scraping along the trailing edge. The outboard flap support was bent inward, and some scraping was noted.

The below described components may be referenced to the Maintenance Manual figures provided.

The left landing gear was partially extended. The strut and tire were coated in a substance consistent with MIL-H-5606. The truss support bracket (27) was displaced from its normal position on the wing spar; the bolts and screws were broken or bent. The nearby rib assembly was sheared from the wing spar and displaced inboard. The upper side brace link (28) displayed a smooth bend, and the paint was flaking off. The lower side brace link (33) was bent, and the down limit switch bracket (58) and downlock pin (32) were sheared away at the rivets. The actuator (24) remained extended and was still attached to the retraction bracket (21). The gear door rod (38) had been unbolted from the upper strut housing. The brake line was impact separated from the brake caliper at the nipple.



The left main landing gear tire displayed radial scuff marks. Some scuffing was observed on the wheel cap.

No obvious damage was observed to the right wing or landing gear. The right main landing gear hardware appeared secure and the appropriately secured. The right main landing gear tire displayed radial scuff marks on the inboard sidewall.

Empennage

The empennage appeared undamaged aside from the below listed observations.

The left leading edge of the stabilator displayed an area of aft crushing. Yellow paint transfer, similar in color to the airport light bases, was observed in the crush area. The stabilator left upper skin was buckled and deformed. The aft empennage displayed a crush area above the left stabilator half, just below the left surface of the vertical stabilizer; a scuff was noted in the crush area. The stabilator was noted to be canted slightly left side forward.

Engine

The engine was not examined.

Propeller

The propeller did not appear to be damaged.