

-Morse's long skid Home! -

Article #4: Faulty landing gear, and false indicator

by Pete Morse, Northeast Comanche tribe member since 2002

Tribe Chief 2011-2012, Scribe and webmaster since 2005

Pilot/owner N6632P

I departed Brainard Field (KHFD) at about 9:30 am on Sunday, September 1, 2019 to return to my home field at Danielson, Connecticut (KLZD). The weather was clear VFR with light winds from the North.

At approximately 9:45 I entered the Danielson pattern on the 45 to runway 31 as usual, set up for the downwind at 17" manifold, full prop, 1st notch of flaps and gear down, giving about 90 mph airspeed. I noticed the jump plane taking off as I entered the downwind and made the usual pattern radio calls. As I turned base and final, I reduced power to about 13" manifold and pulled full flaps. As I remember the green "gear down" indicator light was lit.

Shortly after touchdown the plane settled on its belly and slid toward the right, exiting the runway, eventually coming to rest across the grass at the Alpha taxiway and rotated 90 degrees to the direction of the slide. The engine stopped part way across the grass with signs of an obvious prop strike.

I announced on CTAF "Danielson traffic, Comanche off runway 31, gear up", turned off all electrical power and the fuel, then exited the aircraft. I was the sole occupant and sustained no injuries.

After getting permission to raise and move the aircraft, further inspection revealed that the gear motor circuit breaker was popped and the gear extension cables were bent. The gear was swung down (emergency release) and forced into position for towing. While the over-center gear locking arms were visibly not secure the "gear down" green light was on when tested.

The aircraft was towed successfully to the tiedown for storage where it was subsequently inspected by Robert Lenert of the Bradley FSDO.

It is my opinion that the **gear failed to extend fully** on downwind, possible as a result of the popped circuit breaker, and then gave a **false "gear down" green light indication**. On landing the unlocked gear slowly collapsed resulting in the belly skid, loss of control and prop strike.



N6632P Final resting place



extended/bent gear conduits