

MEMORANDUM

Mr. Thomas C. Fowles of the FAA Flight Standards District Office in San Antonio, Texas, responded to the accident site. Via telephone, he told this investigator the following: The pilot said he used the checklist and placed the landing gear handle in the DOWN position, but he admitted he did not check the annunciator lights. He said the gear collapsed on landing.

Post-accident examination disclosed the landing gear circuit breaker had opened. Runway scrapes indicated all three gears were partially extended.

The airplane was placed on jacks, and the nose gear was pulled down by hand and it locked in position. The right main landing gear was also pulled down by hand and it locked in position. The left main landing gear could not be extended due to spar damage, but the squat switch tested normal.