

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-28RT-201, N2136E	
<b>No &amp; Type of Engines:</b>	1 Lycoming IO-360-C1C6 piston engine	
<b>Year of Manufacture:</b>	1978 (Serial no: 28R-7918002)	
<b>Date &amp; Time (UTC):</b>	22 July 2017 at 1350 hrs	
<b>Location:</b>	Sandtoft Airfield, Lincolnshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 3
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Extensive	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	56 years	
<b>Commander's Flying Experience:</b>	791 hours (of which 236 were on type) Last 90 days - 10 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

## Synopsis

The aircraft suffered an electrical failure after the electrically actuated landing gear had been selected DOWN but was still in transit. The aircraft landed with the landing gear unlocked.

## History of the flight

Approximately 45 minutes into a local flight from Sandtoft Airfield, a passenger became unwell and the pilot initiated a return to land. The pilot was in radio contact with Sandtoft and informed them of his intention to make a straight-in approach to Runway 23.

Approximately five miles from the airfield, landing checks were initiated, the landing gear was selected DOWN and, two to three seconds later, the aircraft lost all electrical power. The pilot checked the circuit breakers, which were all in. He was concerned that any faulty electrical circuit may still be live and could cause a fire. He could see Sandtoft and elected to continue with his plan even though the radio had stopped working following the power failure. There were no gear down light indications but the landing gear lever was in the DOWN position. The approach was normal until the propeller struck the ground after which the aircraft slid to a halt on the runway. The electrical master switch was set to OFF and the fuel set to CUT-OFF before the aircraft stopped. The four occupants evacuated without injury.

The landing gear is electrically actuated and it is most probable that it had not locked down before the failure occurred. The fault was traced to a faulty Battery Master switch.