



RECORD OF CORRESPONDENCE

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Correspondence with: Jeffrey Hamilton, Federal Aviation Administration Inspector, San Antonio FSDO
NTSB Accident Number: CEN20CA212

Narrative:

Jeffrey Hamilton stated that the landing gear collapsed, and the airplane impacted the runway surface resulting in structural damage to the external longerons on the bottom of the fuselage. Personnel who recovered the airplane stated that the landing gear circuit breaker was popped. Recovery personnel reset the circuit breaker, turned the master switch on, and then lowered the landing gear by selecting the landing gear control handle to the down position; the landing gear circuit breaker did not pop. The airplane was then towed to an airport hangar without incident. Post-accident functional testing, under the supervision of Inspector Hamilton, of the landing gear using normal (electrical) and emergency (mechanical) extension procedures revealed the landing gear extended without incident. According to Inspector Hamilton, the pilot did not use the airplane's emergency landing gear extension procedure to extend the landing gear during the accident flight. Inspector Hamilton said there were two airplane checklists in the airplane when he inspected it. Inspector Hamilton stated that the pilot had an airframe and powerplant mechanic remove the cockpit multifunction displays (MFDs) without knowledge and permission of Inspector Hamilton and the National Transportation Safety Board Investigator-in-Charge. After the MFDs were removed, the pilot reported that a piece of screw/nut was found on the contacts of the landing gear control handle behind the instrument panel, which shorted the electrical landing gear control and the popped circuit breaker. The inspector said that when he examined the landing gear control, there was nothing lodged in the control contacts and there was no evidence of electrical arcing or deposits from a short circuit on the contacts.

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