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Sr. Air Safety Investigator
NTSB, Central Region

Date: 1/4/2023

Subject: CEN22LA392 Examination Findings of Landing Gear
N21007, Farmington, MO

Contact: Louis Bettis, FAA Inspector, FSDO, St. Louis

FAA Inspector Betts reported the following findings to the NTSB IIC on 12/6/2022:

- The airplane's belly skin panels underneath the fuselage were wrinkled and buckled. The formers and stringers below the belly skin panels were damaged.
- The landing gears mechanical linkages were inspected and there was no failures or abnormalities discovered on the nose, left or right landing gears.
- When the master switch was turned on, there was no landing gear light indications for the up or down lights. It was discovered that the owner partially removed the instrument panel after the accident, and it was no longer grounded. A jumper wire was used to complete the ground from the instrument panel to the airframe. At this point, the gear was full down and the green gear down indicator light illuminated.
- The gear handle was moved towards the up position and all three landing gears went to the up position. The landing gear was successfully moved up and down multiple times and no malfunctions were found. The cockpit landing gear up/down lights functioned normally.
- The throttle position warning horn was checked by pulling the throttle back toward the idle position and verified that the horn was functioning.
- The landing gear system performed correctly, and no faults were discovered.