



MEMORANDUM FOR RECORD

Investigator: Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: January 5, 2016
Reference: Interview Summary
Witness: Byron Baker
NTSB Accident Number: ERA15LA202 Jacksonville FL

Narrative:

Mr. Baker was the maintenance supervisor at Craig Air Center in Jacksonville, Florida. He and his team recovered the accident airplane from the runway, and subsequently performed a landing gear swing and attempted to troubleshoot the gear warning horn.

In a telephone interview, Mr. Baker said the airplane was placed on jacks, and the main landing gear performed as designed through its full range of motion. The gear also locked fully in both the deployed and retracted positions. All three green landing gear lights illuminated when the gear was down and locked; however, the gear warning horn did not sound.

The cost of troubleshooting the gear warning horn could not be determined, and therefore was not contracted by the government. Arrangements were made for Mr. Baker to report the cause of the failed gear warning horn signal during the repair of the accident damage to the airplane.

Subsequently, the insurance company determined the cost of repairs exceeded the value of the airplane, and no repairs were done. Consequently, the cause of the gear warning horn malfunction was never determined.

The following was excerpted from an email sent by Mr. Baker:

Hey Brian,

Just finished the gear swing on N8950U and found the Landing Gear Warning Horn to be "INOP". No Audible Warning or Sound can be heard in the cockpit with the landing gear in

the “UP AND LOCKED” position, with “BOTH THROTTLES BACK TO IDLE” and “FLAPS FULLY EXTENDED”. It took 3 Mechanics @ .5hrs. each (1.5hrs total) to perform this task safely.

*Thanks
Byron*