



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

August 24, 2016

Subject: ERA16LA271
Name: Stan Peters – FAA Aviation Safety Inspector

Mr. Peters was the FAA Inspector who responded to the scene and later supervised the inspection of the airplane. The following is a compilation of written correspondence and telephone conversations that took place over the course of the investigation. According to Mr. Peters, during the examination of the airplane, he:

“...witnessed the opening of the floor panels inside the aircraft to access the status of the landing gear actuation linkages, limit switches, and landing gear motor. There was damage to the landing gear up limit switch but the linkages, gear motor, and other switches all appeared normal and undamaged. The position of the linkages, the inboard main landing gear doors and main landing gear indicate that the landing gear was not fully extended at touchdown.”

In a telephone conversation, Mr. Peters explained that the landing gear doors were closed when the landing gear was retracted. At deployment, the doors opened, the gear extended and locked in position, and the doors closed. As found, and as depicted in the photographs, the nose landing gear was down and locked, and the landing gear doors were partially open and therefore in a transition phase between the gear-retracted position, and the gear-deployed position. The condition of the landing gear, the landing gear doors, and the damage noted suggested the main landing gear touched down before the gear was fully down and locked.