



August 17, 2018

N1693R

C-182

S/N R18200518

SUMMARY OF AIRCRAFT RECOVERY:

Upon notification of aircraft gear up, Todd Gibson, Maurice Lemmond, Jason Cisson and the aircraft owner got on golf cart and traveled to incident site. They collectively evaluated how to get the aircraft off the ground, noticing that both mains were partially retracted, nose was down and locked. The aircraft was off the runway on the grass, perpendicular to runway leaning on left wing and left horizontal. We looked at prop and noticed no prop strike, Todd noticed external power door was not latched. Jason looked inside and noticed gear handle was in the down position and the emergency extension handle was not extended. Maurice left to get supplies. Kirt arrived with forklift, jack and padding; Maurice and Thomas re-arrived. After evaluation, one jack stand was used on right wing and forklift and padding on left wing to elevate aircraft up in the air to sufficient height to lock its landing gear.

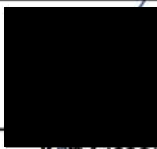
Local construction workers provided an off-road capable telescoping forklift because ours was unable to go through grass. The jack pad and jack were installed on right wing; forklift and padding on left wing. Thomas Weatherford operated jack and construction worker (name unknown) operated the forklift. Kirt Cisson and the aircraft owner stabilized the tail section. When aircraft was elevated high enough, Maurice pulled right main and felt/heard it lock into place. Jason pulled left main. However, left main did not lock. The aircraft owner then opened the door and pumped down; Maurice on right main, Jason on left main. During pump down, they heard left main lock, then physically checked to confirm lock.

Prior to lowering aircraft, turned on battery master switch to look for indication, had insufficient battery level to power aircraft. Physically felt gear was down and locked. Down-jacked and put aircraft on ground. Everyone (Precision Air employees, construction workers and aircraft owner) physically/manually pushed aircraft from grass to runway (by hand, no tug). Once aircraft was positioned onto runway, Precision Air's line staff recovered with tug.

The following week, FAA inspector Marjorie Jake arrived to look at aircraft. Marjorie looked over logs and want to confirm battery S/N. Under her advice, PA pulled the cowling for her to look at battery. Recowled top engine cover. After Ms. Jake left, she advised Precision Air by email to "not touch aircraft". Owner provided logbooks for Ms. Jake to scan. Precision Air's Chief Inspector is in possession of logbooks. The aircraft owner's insurance company investigated the aircraft and reviewed logbooks, 8/16/18.

Signature  Date 8/17/18
Todd Gibson

Signature  Date 17 AUG 18

Signature  Date 17 Aug 18
Kurt Cisson

Signature  Date 8/17/18
Maurice Lemmond

Signature  Date 8/17/18
Thomas Weatherford