

Inspector Statement

Prepared for NTSB – Timothy Monville – ERA18LA215

Reference Cessna N1693R, M/N CE-R182, S/N R18200518

On 08/24/2018 I traveled to Repair Station Precision Air, Inc. -Florence, CRS# Y5QR167C located at [REDACTED] Florence, South Carolina. [REDACTED]

I spoke with Precision Air employees with the main contact employee being Todd Gibson, Operations Manager for the Repair Station. On 08/21/2018, the ship's battery was removed and checked for voltage. The voltage was 11V. The battery was then charged. After the charge, the battery voltage was 24V. I asked for a voltage check on the battery today before beginning the NTSB requested work/troubleshooting of the landing gear system. The ship's battery voltage was 24.11V.

The aircraft was positioned for jacking, placed on jacks and jacked up. The master switch was turned on. The gear green down and lock light was illuminated. The landing gear system was first exercised by electrically running the gear up and down and up again. The aural horn was heard during the transition, functioning normally and the amber gear up and lock light was illuminated when the gear was in the up position.

The Precision Air crew then used the landing gear emergency procedures checklist found in the POH, under the emergency procedures section 3, paragraph 3.8. The master switch was shut off to simulate an electrical failure. The gear handle was put into the down position, the landing gear then did a free fall and was hand pumped to down and locked using the emergency hand pump. The master was then turned back on and the gear down and lock light was verified as being illuminated.

The aircraft was then removed from the jacks.

Nothing follows.

MARJORIE V JAKE
JAKE

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