

[REDACTED]

[REDACTED] Arzuaga, Jayson (FAA) [REDACTED]

Sent: Wednesday, September 18, 2019 10:12 AM

To: Kemner Heidi [REDACTED]

[REDACTED] [REDACTED] N269KW - gear up landing

Good Morning,

This is a summary of the event. At Cyril E. King Airport (STT), there was an aircraft that diverted from RWY 28 (on back taxi) for departure from RWY 10. The aircraft belonged to Executive Airshares LLC. The aircraft tail number is N269KW (Piper Aztec). There was only one soul on board: pilot David Peltier [REDACTED]. The pilot was not injured in this incident. However, the aircraft was significantly damaged from a failure of the left main gear: resulting in the gear to collapse. The aircraft props put divots in RWY 10/28 pavement, lost a pitot tube, and a single RWY edge light was also knocked down by the aircraft. On September 12, 2019, I performed a preliminary assessment for the incident at STT North Ramp. Several pictures were taken and hydraulic pressure was verified. No evidence for landing gear structural damage, in addition the actuator does not show malfunction and landing gear is locked in down position, no evident malfunction. On September 17, a retraction test was performed and checked good, any mechanical failures noticed. As a result to this incident, the left prop was damaged and left wing and wing leading edge. This could be considered an accident, required mayor repair due to structural damaged and it may not be considered safe for flight. If you need additional information, please let me know.

I will compress the pictures in two files and email them back to you.

Sincerely,

[REDACTED]

Principal Avionics Inspector

General Aviation Safety Assurance
FAA/San Juan FSDO-63-AFG-300

[REDACTED]
[REDACTED]
[REDACTED]



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 09/26/2019

Person Interviewed: Inspector Jayson Arzuaga, San Juan FSDO

NTSB Accident Number: ERA19LA279

The following is a summary of a conversation that occurred with the above-named individual:

- Inspector Arzuaga stated that the airplane had been moved before he arrive. There was 60-70 feet of scars on the runway so the pilot was “clearly going very fast” at the time of the gear collapse.
- He noted that there is spar damage (cracked) to the left wing, and approximately 27 cm of leading edge is damaged and there is damage to a ring rib on the left wing.
- He stated that the airplane exited the runway into the grass and struck a runway light.
- He reported that only the left main gear collapsed and the others were locked. The strut was very dry.
- The pilot flew the day before and had said that “all was fine” and that he noted no anomalies.
- The inspector jacked up the airplane and tested the landing gear. All the gears tested okay. There were no apparent leaks and all hoses were in place. He will have the mechanic check the hydraulic fluid level and pressure.
- He noted that the pilot has not provided much information because he is currently under investigation.
- He added that this “was not mechanical failure.”

From: [REDACTED]
To: [REDACTED] (FAA)
Subject: RE: ERA19LA279 follow-up
Date: Tuesday, October 15, 2019 7:50:09 AM

Good morning, I sent a request to three A&P's, at this time two of them are unavailable to evaluate the case and I am still waiting on the last one. I will let you know soon. The hydraulic pressure test was performed preliminary at the center console and checked good, but I will need the requested A&P source to go further in the test.

Regards,

[REDACTED]
Aviation Safety Inspector

General Aviation Safety Assurance
FAA/San Juan FSDO-63-AFG-300

[REDACTED]
[REDACTED]
[REDACTED]

From: Spencer Lynn <[REDACTED]>
Sent: Thursday, October 10, 2019 3:20 PM
To: Arzuaga, Jayson (FAA) <[REDACTED]>
Subject: ERA19LA279 follow-up

Hi Jayson,

I wanted to touch base on this one and find out if you had learned anything more. Did you receive the results of the hydraulic pressure test? Do you think you would learn anything from having an A & P look more closely at the landing gear system/squat switch, etc? If so, I believe I can get funding for that if you know of a good A & P that would be willing to take a closer look.

Let me know your thoughts when you get a chance, and thank you!

Regards,

Lynn Spencer
Air Safety Investigator
National Transportation Safety Board