



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 9/8/2022

Subject: ERA22L246

Contact: Brent Pressley, Smokey Mountain Aeroplanes, Morristown, TN

Mr. Pressley was interviewed via telephone. He was contracted by the insurance adjuster to repair the accident airplane. In preparing a repair estimate, Mr. Pressley noted that the flaps were in the retracted position. When he asked the pilot about the flaps, the pilot stated that the flaps retracted uncommanded when the landing gear retracted uncommanded.



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Date: 12/2/2022

Subject: ERA22L246

Contact: Rodney Hood, FAA ATL FSDO

Mr. Hood was interviewed via telephone. He participated in a landing gear test at Tailwind Aviation Services (PXE) today. The airplane was towed into their hangar, placed on jacks, and had external power applied to it. Due to impact damage, the landing gear could not be fully retracting and extending; however, Mr. Hood was able to partially retract and extend the landing gear to confirm electrical continuity to the landing gear system. Additionally, both weight on wheels switches tested satisfactorily. No preimpact mechanical malfunctions were identified. Mr. Hood added that the landing gear doors were open, consistent with the landing gear being in transit at the time of impact.