



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: October 18, 2022
NTSB Accident Number: ERA22LA319

As part of the recovery of the airplane, Al Campbell of Interstate Turbine sent NTSB an e-mail on July 21, 2022, at 0941 EDT providing the following information regarding the maintenance actions required to recover the airplane from the runway and lower the landing gear:

“Hi Mr. Monville,

The rod end's we removed the bolts from are on the push pull tubes that go to each gear. We removed them right at their connection near the gearbox.

We will let you know when we pull the gearbox out of the aircraft. We can examine it and see if we see anything obvious. I am reluctant to disassemble it but can do that if you would like.”

Following relocation of the airplane to Don Maxwell Aviation in Longview, Texas, Mr. Maxwell was contacted by phone on October 18, 2022, regarding the Plessey landing gear actuator. He was called at [REDACTED] He indicated by e-mail on October 18, 2022 at 1026 EDT the following;

“Tang missing off of no back clutch spring. Should be a tang on each end of spring. Mooney has an old Service bulletin on both the Plessey and Eaton regarding these springs. Call if I can be of further help. Don”

He provided 8 pictures of the landing gear actuator, one of which was included in the Investigative Photographs contained in the public docket for the investigation.