



Memorandum For Record

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Date: October 18, 2022
NTSB Accident Number: ERA22LA319

On July 25, 2022 at 1357 EDT, Al Campbell of Interstate Turbine e-mailed the NTSB additional information concerning the landing gear actuator. He indicated:

“It is a Plessey actuator. As for the emergency cable rigging. When we initially put it on jacks pulling the cable it would not move. The disengage pivot arm was jammed up. Now that we unloaded the actuator by removing the rod end's it the disengage pivot arm can be actuated by the cable about 90%. Until we get the gearbox out with the cable disconnected, we will not know why it's not going full travel. It does appear that the emergency extension cable was rigged properly though.

There is lubrication on the jack screw. Cant really say about the lubrication of the internals. At this point it still seems like an internal failure of the actuator gearbox. We should have the estimate approval from the owner and insurance shortly and can remove the actuator for a closer look. I'll keep you posted and document anything we see in the meantime.”