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Aviation Accident Investigator
Eastern Region

Date: September 11, 2024
Subject: ERA24LA307, Airplane Examination Summary
Contact: Stuart Dillon, Dillon Aviation

Post accident, N9308Q was taken to Dillon Aviation at the Greenville-Pitt Airport. Stuart Dillon was contacted via telephone to discuss the postaccident findings. The following is a summary of that conversation.

Mr. Dillon state that his maintenance facility had replace the landing gear relay either at the annual or just prior to the annual. He commented that parts are very difficult to find, so the airplane owner found a used solenoid to install. Mr. Dillon installed the relay and swung the gear approximately 15 times with no issues.

After the accident, Mr. Dillon placed the airplane on a set of jacks. The gear retracted as expected, however, he was unable to get the gear back down. Using a multimeter, he discovered that power was going into the relay, but was not coming back out. He tapped the relay with a hammer and power exited the relay and the gear extended. He was able to raise and lower the landing gear approximately 20 times, but the problem would not duplicate.

Mr. Dillon was asked which relay specifically he was referring to. He stated that it was the main landing gear relay with two solenoids and that he would send the IIC the part number for it.

Mr. Dillon was asked if there were any mechanical discrepancies with the landing gear manual extension crank. He said there were no mechanical problems with it and he was able to fully extend the landing gear after 10 more turns from where it was postaccident. He commented that the crank is in an awkward location and could be difficult for the crew to turn while attempting to get to the ground.

Mr. Dillon was asked if he discovered the cause of the rough running engine that prompted the pilot to return to the departure airport. He stated that the rough running engine was caused by two oil fouled spark plugs on the inboard side of that engine. He stated that the pilot did not feather that propeller and that he only brought it to idle, likely adding to the control problems the pilot experienced bringing the airplane back.

Mr. Dillon asked for the IIC's email address so he could send over relevant paperwork and the part number to the relay.

-End of conversation