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Subject: ERA24LA337 Mechanic Statement

The following is an email statement from the mechanic, Brandon Crisp, that inspected N5434C following the gear-up landing:

We have N5343C back on its gear. Gear handle was down and emergency handle was stowed upon initial inspection. We jacked aircraft and performed emergency extension with satisfactory results. We continued inspection by performing 3 more gear retract/extension tests, all satisfactory. The owner did inform me that during the chaos, he was following his check list and attempted to pull the landing gear CB in preparation to emergency extend gear. However, in inspecting cockpit it was determined that the wrong CB had been pulled. The standby vacuum pump CB was pulled. (See picture). With speaking to the owner/pilot, he informed me that in preparation to do emergency gear extension while following his emergency checklist, he realized he was coming in too fast and was attempting to slow down and use his flaps in which the electric flaps did not work and ultimately resulted in forgetting to pull the emergency extension lever. Inspection of the engine found shredded alternator belt, which was culprit in starting this incident. After initial inspection of airframe, no flake controls seem to have made contact with the ground other than left-hand side flap bracket inboard. Firewall seems to be unfazed.