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Aviation Safety, Eastern Region

Date: December 12, 2024

Subject: ERA25LA068, Non-Flying Pilots Statement

Contact: Akash Bansal, Flight Instructor, Phoenix East Aviation

The following is Akash Bansal, the non-flying pilots account of the incident involving a Diamond, DA-42NG, N508PA, extracted from a Phoenix East Aviation internal incident report provided to the NTSB by Phoenix East Aviation.

When coming into approach on the RNAV 34 into KDAB, I noticed that after the gear was dropped that there was a green light not illuminated for the right side and that the red unsafe light was illuminated. I called tower and asked for a low approach when they confirmed that the right gear was not down. After they confirmed, we held over the speedway trying to troubleshoot the issue to no avail. First thing I did was pull the emergency gear extension, but there was no change even after trying to yaw the plane and pull some G's to get the gear to lock into place. We got in contact with the ops/maintenance team and had them troubleshoot the issue with us for over an hour. We eventually went to the north practice area and tried everything that maintenance had suggested. We dropped the gear up and down, we did the manual gear extension, we pulled the circuit breaker, and we tried all different maneuvers to free the right gear. When we decided nothing had worked, that's when we called approach to come back inbound.

First, we did a low approach with the gear down to confirm that the right gear was in fact still up, which tower did confirm that was the case. Next, we did a low approach with the gear up to confirm that the gear was up, which tower was able to confirm. We then talked with ops/maintenance for the procedure for the gear up landing. Ops said to land as normal and then in the ground effect turn off engines

master, electrical master, and avionics master. We also popped open the canopy to make it easier to get away from the airplane after we landed.

We tuned in the ILS for 07L to help us have a stabilized approach down to the runway. Once in the ground effect, we turned off the engine masters, electrical master and avionics master. After turning off the electrical master the gear deployed as we touched down. after touching down the gear had us going to the right and towards the right side off the runway. We did veer off and hit an edge light and taxiway sign. We did escape the airplane and walked away with no injury.