



Lucas Winn
Aviation Accident Investigator
Aviation Safety, Eastern Region

Date: December 18, 2024
Subject: ERA25LA068, Gear Exam
Contact: Rick Brown, Orlando FSDO, FAA

The Following is the results of the landing gear exam for N508PA performed by Phoenix East Aviation and observed by Rick Brown of the Orlando FSDO, FAA. The excerpt below was sent by Rick Brown via email.

I would like to report on the recent examination carried out on aircraft N508PA. Upon arrival at Phoenix East Daytona for gear exam, the aircraft was found positioned in hangar on jacks, all landing gear in the down and locked position in readiness for gear swings.

During the initial inspection of the right main landing gear, we identified a tire impression on the aft interior wall of wheel well.

To determine the cause behind the non-deployment of the gear during the preceding flight, we conducted multiple gear swings. This process enabled us to investigate the underlying issue that led to the malfunction. Upon the first attempt to retract gears, the right MLG would not fully stow. Found the aft portion of tire Air Hawk 15x6.00-6 was in full contact of aft wheel well frame preventing full retraction. Transversely, the right MLG would not release to down and locked position for the same reason.

Once gear was in down and locked position, we had the tires swapped out with Good Year 15x6.00-6. We continued gear swings and found they fully retracted and deployed as designed.

Upon further inspection of each type of tire it was found that the Air Hawk treads were .5" longer in diameter than the Good Year tires. This .5" increased the circumference of the tire enough to not freely fit in wheel well.

Phoenix East has taken the 4 remaining Air Hawk tires off their shelves and out of circulation.