



FAA

Aviation Safety

Memorandum

Date: February 11, 2025

To: Lucas Winn, Aviation Accident Investigator, NTSB

From: Stephen M. Harness, Aviation Safety Inspector, Richmond FSDO

STEPHEN MICHAEL
HARNES

Digitally signed by STEPHEN
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Date: 2025.02.11 16:22:56 -05'00'

Subject: N160MH - Gear Operation

On January 10, 2025, Inspector Harness (IIC) and Inspector Cole (Airworthiness Inspector) inspected N160MH, Serial number DMO-302, Experimental Amateur Built Velocity, Fixed Wing Single Engine Aircraft. The inspection took place in the aircraft hangar at the Norfolk International Airport (KORF), Norfolk, Virginia. The aircraft owner, Robert I. McClure, assisted in the inspection.

Upon arrival at the aircraft, all three landing gears were in the down and locked position and the aircraft was being fully supported by the landing gear. The nose gear strut, which was still attached to the aircraft, was resting on a piece of plywood. The nose strut, while resting on the plywood, supported the forward weight of the aircraft.

To inspect the gear operation, the aircraft was lifted and supported using jack stands. The avionics system was then turned on. The installed Garmin G3X displayed "Gear Down" and was highlighted in green. Mr. McClure raised the gear selector toggle switch to retract the gear. The nose gear retracted, followed by the main gear. Garmin G3X displayed a "Gear Unsafe" condition. This unsafe indication may have illuminated as a result of the accident since Mr. McClure stated it did not illuminate before landing at KORF. No other anomalies were observed during the gear retraction process.

Mr. McClure extended the landing gear, which extended as normal. The Garmin G3X again displayed "Gear Down" and was highlighted in green. There were no anomalies to report.