



Federal Aviation Administration

Inspector Statement

Date: June 21, 2017

From: Oded S. Moore, Aviation Safety Inspector, WP09

Subject: Observation of landing gear functional test

On Wednesday June 21, 2017 I accompanied inspector Greg Nolting to Gillespie field airport (SEE) to inspect a Cessna 172RG, N5424V that suffered a right main gear collapse during touchdown.

When we arrived at the airport I saw N5424V parked on the ground in front of Sorbi Aircraft Maintenance hangar with the aircraft landing gear appearing to be extended properly.

I asked the Mechanic, Jason Boutwell, in what position did he first observed the landing gear at the accident site and he replied that the nose gear and left gear were down and locked and the right gear was partially retracted (still in transition).

I asked Mr. Boutwell how he managed to get the right gear into the down and locked position.

Mr. Boutwell stated that while at the accident site he manually pulled the right gear into its down and locked position.

I asked Mr. Boutwell if he noticed, upon inspection, any damage or other discrepancies in the gear system and he said "No". At that point I took a peek under the floorboards in right gear actuator area and I did not observe any abnormalities.

I asked Mr. Boutwell to place the aircraft on jacks and to perform several gear retractions and extensions. I have observed the landing gear retracting and then extending and locking into place several times without any delays or unusual sounds, the gear function checked good.

During 2 gear extensions I simulated an air load on the right main gear by pulling back on it as it extended; the gear extended and locked down properly without discrepancies.

I asked Mr. Boutwell to test the landing gear position indicator, gear warning horn and gear emergency extension for function. All tested good with no discrepancies.

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