



RECORD OF PHONE CONVERSATION

Jackie Vanover
Air Safety Investigator
AS-20; General Aviation Accident

Date: October 18, 2017
Person Contacted: Mr. Logan Shepard (A&P Mechanic)
NTSB Accident Number: GAA18CA013

Narrative:

The following is the information provided by Mr. Shepard in an email.

Enclosed is my statement about my observations, inspections and evaluation of Cessna 172RG N5159U, owned and operated by Crest Airpark, Inc, which had a "gear up" landing at Auburn Airport on October 15th, 2017.

On Sunday afternoon, I received a phone call from Dave Lehman who is a CFI at Crest Airpark that he and his student Alex had gear up landed at Auburn Airport. I was promptly able to get ahold of Rikki (Owner of Crest Airpark) and inform her of the news. I was requested to run down to Auburn and help get it off the runway.

Myself and my employee Nathaniel DeVelde met up at Auburn Airport to see N5159U sitting in the middle of the runway with only the nose gear fully extended. It was basically balancing on the nose wheel and horizontal stabilizer with the tail tie down ring keeping the tail off the ground. Dave and his student were standing by the aircraft. I promptly looked inside the aircraft to make sure everything was secured and off. His student said he swore the green light was on but he wasn't sure. He then mentioned that he was so focused on a Cessna 180 that it may of distracted him. Dave mentioned that he failed by not doing a 200 foot check of the gear being extended as well. I asked Alex if he confirmed his gear was down visually upon lowering it by looking out the window and wing mirror. He said no. Right off the bat, I could see the right side of the horizontal stabilizer was bent and wrinkled. Both elevators were dented and scraped. The RH wing tip was cracked as well with scratching along the bottom from contact with runway. However, the belly was completely untouched as well as the engine/propeller. I also checked the fluid level in the power pack. It was normal and full and visually confirmed by myself, Nate, Dave and Alex.

Before I let the tow company move the aircraft, I inspected the gear selector again which was in the down position. I did not actuate it, just checked it and with the master light confirmed the green light was not on. I pressed the test light and it lit up for test as it should. The gear horn also was going off for throttle position. Both Dave and Alex commented that they didn't hear that horn. I also notated the circuit breaker for the gear pump had popped.

As the aircraft was lifted, I took a video that showed the main gear was free of the aircraft. When it was high enough, I had the tow crew put the gear into the down locked position, which can be seen on the video. They also wobbled it around to confirm it was indeed locked. The aircraft was then lowered onto its own wheels and towed to a parking spot off the runway. Dave informed me that

Monday morning I received permission to go ahead and lift the aircraft, inspect the gear and swing the gear to see if any gear problems were present. The gear was in airworthy condition and not damaged. We swung the gear 5 times. The first two swings were normal swings. Gear horn worked no problem and green light came on only once all gear was down and locked. The second swing I loaded up the electrical system by turning everything on to see if anything happened. Gear swung normal. I then tried moving the gear handle fast between a cycle which caused zero issue. The final swing was actuating it only partially down but not fully. It did not pop the breaker and the pump engaged at the correct points it was supposed to.

After speaking to Jackie on the phone and being asked for this report and pictures, he deemed he didn't need to come down in person by what he was hearing. I then started my repair of replacing the horizontal stabilizer, elevators and repairing wing tip- which I finished a little bit ago- so that the aircraft could be flown back to base once everything was given the green light. The horizontal stabilizer was found to be bent under the vertical stabilizer and cracked/torn. Both elevators were damaged as well. Both the aft bulkhead and far aft bulkhead were both fine with no bends or cracks. The fuselage was not twisted, bent or buckled from incident. With replacement parts installed I also replaced all attaching hardware for everything due to the force on them from landing. Even though it was not running during landing nor came in contact with the ground, I still inspected the propeller for and FOD damage.

In my opinion of working on these aircraft for a living and being part of the maintenance of this particular aircraft, I feel by what was stated by the pilots that the gear was extended late after realizing the gear wasn't down. Extreme force against the main gear as it was trying to lift the aircraft off the ground with its gear inside would cause the pump to kick the breaker. This aircraft flies quite a bit with different pilots and has no issue like this occur for those pilots.

Let me know if there is anything else I can assist with. Included is pictures and video of the gear being locked in to show it was free of the aircraft. Thank you