



National Transportation Safety Board

Memorandum

From: Michael Huhn
Date: June 14, 2018
Subject: IIC Notes Regarding Piper Comanche, N244TW, KSJC exam

- The airplane was still parked on the 'south ramp' of Atlantic Aviation at KSJC
- The airplane was standing on its gear
- The RMLG tire and wheel had scuff marks on their outboard side
- The airplane was unlocked
- Tachometer indicated 591.0 Hrs
- The gear handle was down
- Visual inspection of the 3 wheel wells and landing gear linkage components therein did not reveal any obvious failures or disconnected hardware
- Inside the cockpit, the access cover to the sub-floor bay which contained the emergency gear extension release handle & mechanism had been removed
 - o Mr. Steve Frost, of Corporate Aviation Technology at KSJC, was the primary executor of the recovery of the airplane after the event. He stated that, for his and others' safety during the recovery, ' he had removed the access cover to ensure that the system was still connected, which it was
- The emergency gear handle was in the aft/down (system not disconnected) position
- There was about 1/8" lateral/vertical play in the black shaft forward of the red disconnect handle
- All other components in that bay were attached, immovable, and showed no evidence of failure or disconnect
- The red activation/release handle was free to move, but it was not actuated because the airplane was supported only by its landing gear
- Aside from contact damage with the runway, no airplane anomalies were observed

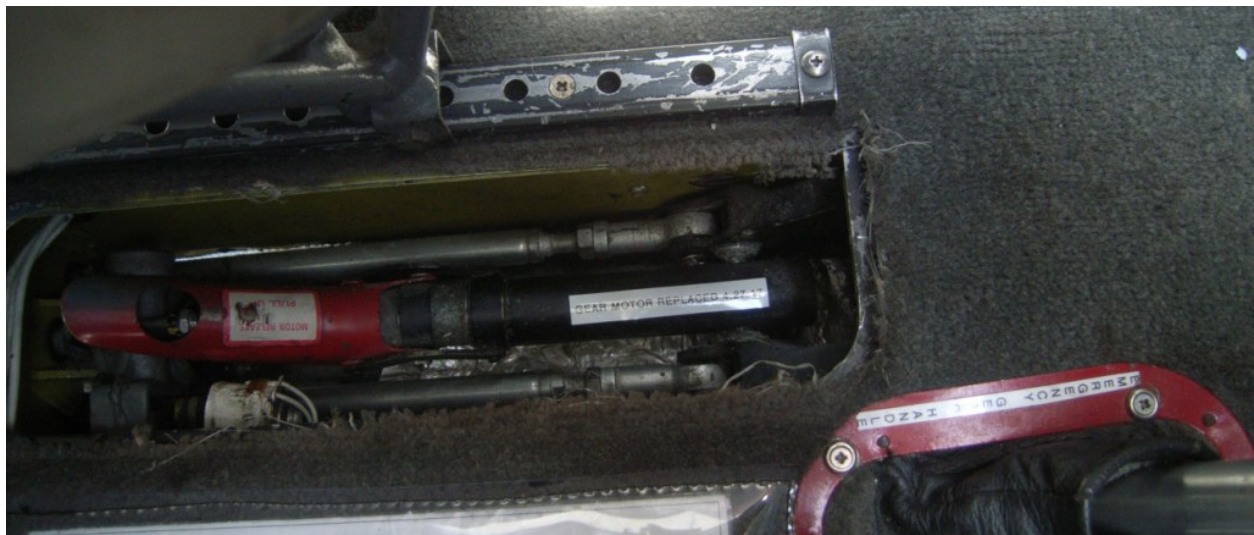


Figure 1 – Emergency Gear Release Bay (airplane forward is frame right)



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Figure 2 - Close Up of Release handle (rest position)



Figure 3 - Close Up of Release Handle (lifted but not actuated)



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Figure 4 - RMLG Tire and Wheel Scuff Marks