



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR19LA144
Aircraft Registration & Make/Model: N4992J; Piper PA-28R-180
Accident Location: Gila Bend, Arizona
Accident Date: May 13, 2019

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Christian Bolstad
Witness

Interview Date; May 15, 2020

According to Mr. Bolstad, he was taxiing opposite runway 22 when he observed the accident airplane about 30 ft above ground level on short final for runway 22 and the landing gear was not extended. He watched the airplane subsequently flare without the landing gear down. Almost immediately, the airplane went off the side of the runway and out of the witness' view. He attempted to contact the pilot over the common traffic advisory frequency to inform him the gear was retracted, but did not receive a response.



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Interview #1 Summary

Kathryn Whitaker
Piper Aircraft, Inc.

Electronic Correspondence Date & Time; April 2, 2020 – 1653 PDT

Below is an excerpt from an electronic mail correspondence between the IIC and Ms. Whitaker.

The back up gear extension system does not sense throttle position; all its information is sensed through the pressure sensing head (looks like a pitot mast) on the left side of the fuselage. When the airspeed decreases below 105 MPH with the throttle at idle, it will cause the gear to extend.

So basically the backup gear extender and the gear warning horn have two separate, independent data sources that cause them to activate.

Interview #2 Summary

Kathryn Whitaker
Piper Aircraft, Inc.

Electronic Correspondence Date & Time; April 2, 2020 – 1642 PDT

Below is an excerpt from an electronic mail correspondence between the IIC and Ms. Whitaker.

“The aircraft did not have a stall warning horn, but rather a light located on the far left of the instrument panel.

The conditions for the gear warning and the gear extension to activate are not the same, so it's possible to have the gear horn sound but not have the gear auto-extend. There is a micro-switch in the throttle quadrant that will cause the gear warning horn to sound if the throttles are retarded (usually to the point that you are at or below 14 MAP). So if the pilot had retarded the throttles two minutes out, it's very possible he was indeed hearing the gear warning horn.”

Interview #3 Summary

Kathryn Whitaker
Piper Aircraft, Inc.

Electronic Correspondence Date & Time; April 2, 2020 – 1352 PDT

Below is an excerpt from an electronic mail correspondence between the IIC and Ms. Whitaker.

“Yes, it means if the power is set to idle. The system's sensing head is within the prop wash and is therefore influenced by how much power is set.”