



RECORD OF PHONE CONVERSATION

Eric M. Gutierrez
Aviation Accident Investigator
General Aviation Accident Division

Date: August 13, 2019
Person Contacted: Stephen Woodrum (Flight Instructor)
NTSB Accident Number: WPR19LA220

Narrative:

The following is a synopsis of the information provided by Mr. Woodrum in a telephone conversation.

He was conducting flight training in N10KC, a Piper, PA-30 airplane. After conducting several single engine approaches on the ILS 5 runway, at Casa Grande Municipal Airport (KCGZ) at Casa Grande, Arizona, he noticed the landing gear position light did not indicate that the gear had retracted. Both he and his student pilot observed that the main landing gear had not fully retracted. The landing gear circuit breaker had also popped. They reset the circuit breaker and attempted to correct the malfunction several times, however, every time the circuit breaker was reset, it would pop again. He then elected to extend the landing gear mechanically using the "johnson bar". The gear would still not extend. He even had the student move to the back seat and try and use leverage to extend the landing gear. After several attempts to extend the landing gear with not success, he elected to perform a gear up landing at the Phoenix-Mesa Gateway Airport (KIWA) in Phoenix, Arizona and landed with no further incident.

Mr. Woodrum further explained that he is a certified aircraft mechanic, after landing, he did conduct a brief inspection and could not determine the cause of the landing gear malfunction.

According to the flight instructor there were preimpact mechanical failures or malfunctions with the airframe or engine that precluded from normal operation.

Total time: approx. 32,480

Make and Model: approx. 25