



MEMORANDUM FOR RECORD

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

NTSB Accident Number: WPR21LA209
Aircraft Registration & Make/Model: N155CT; Cessna TR182
Accident Location: Prescott, Arizona
Accident Date: May 27, 2021

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

Interview #1 Summary

Andrew Hall
Textron Aviation

Interview Date & Time; October 19, 2021, 0822 PT

According to Mr. Hall, a review of the aircraft mx procedures for testing the landing gear indicates that the nose landing gear and main landing gear must be jacked to a minimum of 16 inches from the ground. Mr. Hall remarked that if the airplane is carrying airspeed and bounces, the airplane would have to bounce high enough up off the runway, approximately 16 inches, for the gear to retract, but if the landing is smooth without any bounce then the gear would not have an opportunity to retract. In addition, the system would have to lose hydraulic pressure for the landing gear to retract.