



Memorandum of Record

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Subject: WPR22LA180, N8493P Wreckage Examination Notes

The airplane, N8493P, was involved in a gear up landing. An examination of the airplane was conducted on May 23, 2022, at the Benson Municipal Airport, AZ, where the accident occurred. According to personnel who recovered the airplane (Roy Jones, Strive Aviation Services), the main landing gear were partially extended as the airplane rested on the runway. The nose gear was not visible as the fuselage was resting on the runway. The landing gear switch was in the down position when the airplane was recovered. When lifted the landing gear remained in a partially extended position and the landing gear did not operate when power was applied to the airplane and the landing gear switch was manipulated. The landing gear subsequently lowered and locked when the emergency gear system was utilized.

When first viewed during the examination the airplane had jack stands positioned under the wings, but the airplane was resting on the three gear, which had been positioned into a down and locked configuration to facilitate recovery from the runway.

The landing gear switch was in the down position and the “Gear – Motor” circuit breaker was in the out/popped position (figures 1 and 2). The cover to the emergency landing gear disconnect was removed and the disconnect was activated.



Figure 1 – Landing gear switch position



Figure 2 - Popped LG Motor Circuit Breaker

The airplane was jacked so all three landing gear were suspended. The LG motor CB was reset and Master airplane power was turned on. The LG motor initially did not run so the master power switch was turned off, the landing gear was partially raised and lowered and the LG squat switch in the left MLG well was reset. The landing gear was subsequently raised and lowered six times normally using airplane power and the gear switch. No anomalies were noted with the LG system during these cycles.

The underside of the airplane was examined, to include all LG doors and gear. The underside of the fuselage was scraped and worn where the airplane had contacted the runway. No wear or scraping was observed on either MLG door or wheel. No abrasion damage was noted to the nose gear or wheel. Scraping and abrasion damage was noted to the face of both nose gear doors consistent with the doors being closed when the airplane contacted the runway (figure 3).



Figure 3 – Nose Landing Gear Doors Closed

During an extension cycle of the landing gear, power was interrupted as the LG lowered to stop the LG in the approximate position the MLG were observed in when the airplane was found on the runway. With the gear in that partially down configuration the nose gear extended about 5 inches below the fuselage and the NG doors opened about 45° and extended about the same amount below the fuselage as the tire (figure 4).



Figure 4 – Landing Gear Partially Extended