

National Transportation Safety Board

Office of Research and Engineering

Washington, DC 20594



WPR22LA353

MATERIALS LABORATORY

Factual Report 23-088

10/18/2023

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A. ACCIDENT INFORMATION

Location: Pasco, WA
Date: 9/20/2022
Vehicle: Cessna 525B, N528DV
Investigator: Albert Nixon

B. COMPONENTS EXAMINED

Portion of instrument panel containing the landing gear lever (Figure 1)

C. EXAMINATION PARTICIPANTS

Group Chair	Joseph Panagiotou National Transportation Safety Board Washington, DC
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D. DETAILS OF THE EXAMINATION

The portion of the instrument panel exhibited soot staining on both the outboard and inboard surfaces. The portion of instrument panel did not exhibit signs of high temperature exposure such as melting of the wire insulation on the electronic components or melting of the handle on the landing gear lever. The landing gear lever was received in the down position. To move the landing gear lever to the up position the handle on the lever is pulled towards the pilot (a limit switch becomes depressed) and then the lever is moved to the up position where it locks in place upon release of the handle (a different limit switch becomes depressed in the up position). There is a solenoid actuated stop pin which needs to retract for the lever to move to the up position. To move the landing gear lever from the up position to the down position the handle must be pulled towards the pilot and then the lever is moved to the down position and the handle is released. The solenoid activated stop pin is not involved in the lever movement from the up position to the down position. The landing gear lever was found to move freely as intended between the up and down positions and from the down to up position (By manually depressing the stop pin).

Submitted by:

Joseph Panagiotou
Engineer

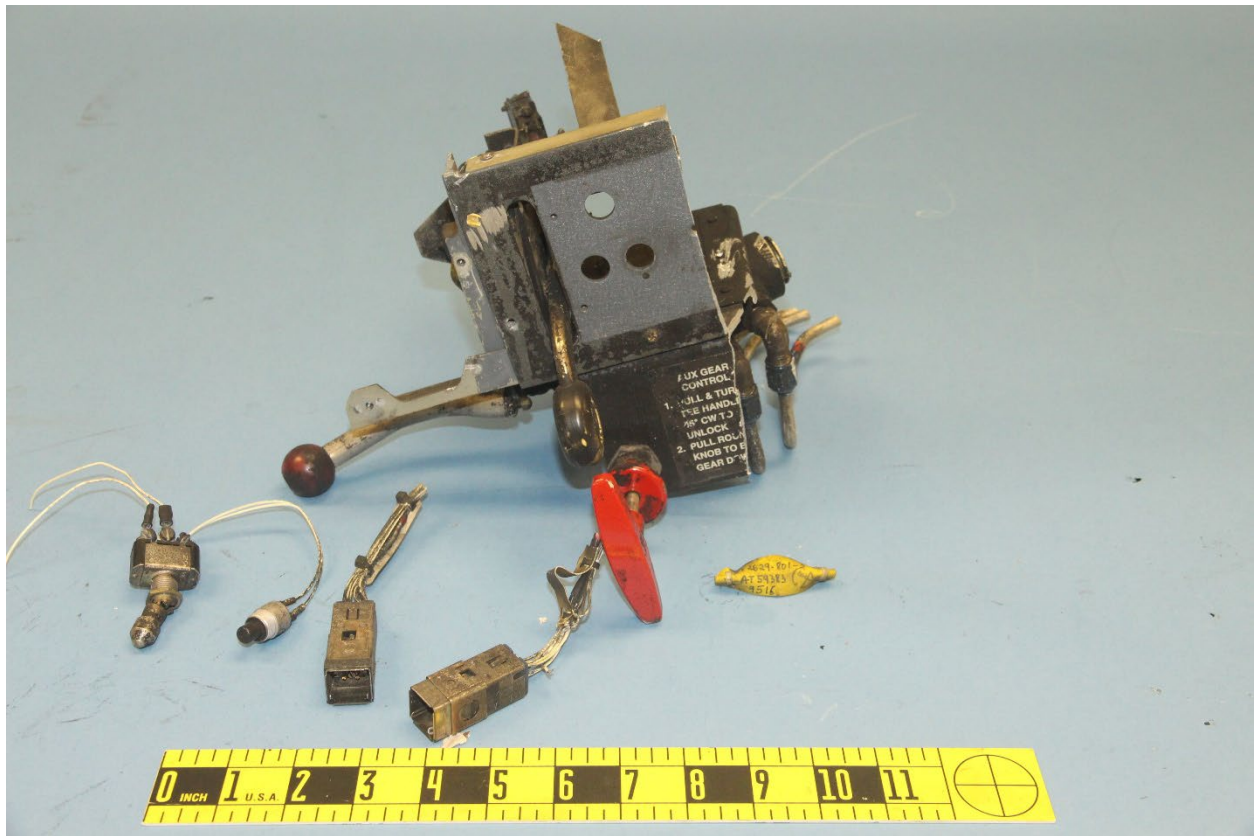


Figure 1. Portion of instrument panel containing the landing gear lever.