

Michael Hicks
Air Safety Investigator
OAS-WPR

Date: 7/6/2023

Subject: WPR23LA136

Contact: Michael Lynn Jarvis -PIC N2572V

The following is a synopsis of the email communication as relayed by the PIC to the Investigator-in-charge.

On Jul 6, 2023, at 14:43, IIC wrote:

Hello Mr. Jarvis,

I still have a bit more investigative work to accomplish before releasing the airplane wreckage. I like to peel back as many layers of the onion as possible, especially when a cause has not been determined. I know that you are a busy man, so I'll just cut to the chase. Is it possible that you retracted the landing gear instead of the flaps during the landing roll?

Respectfully,
Michael A. V. Hicks
National Transportation Safety Board
Air Safety Investigator

From: Michael Jarvis
Sent: Thursday, July 6, 2023, at 2:24 PM
To: Hicks Michael
Subject: Re: N2572V

Michael,
Thanks for getting back to me. Regarding your question, I'm pretty sure that the flap

lever was never touched during the landing roll. The pics taken after the aircraft came to a stop shows the flaps still extended.

Those who arrived shortly afterwards saw that the gear handle was down, and the gear "green" indication was illuminated with the aircraft in the position shown in this pic: image 3.

Why the condition couldn't be replicated will always be a mystery but the mechanic who did the gear swing test was also a witness as to the the gear only being partially deployed with a green down and locked light being on. He has no idea why it did what it did. I'm just hoping that sometime soon I can get the aircraft released so it can get repaired and back in the air, but I also realize that your job is to get to the bottom of why this happened. Are there any other tests that can be done to help determine this? Thanks again for getting back to me and I look forward Gerri g to the bottom of this and getting back k to the air!

Michael Jarvis

Sent from my iPhone Xs Max

NOTHING FOLLOWS