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AS-WPR

Date: June 6, 2024

Subject: WPR24LA157-Mechanic's Statement

Contact: [REDACTED]

The mechanic initially reported the airplane was relocated to a hangar where it was placed on jacks. The mechanic turned on the master switch and the landing gear pump turned on at the same time, followed by the main landing gear moving to the down and locked position. The airplane was repositioned on the ground, and the battery was soon out of power. The mechanic stated that the landing gear emergency extension handle was down and stowed when he arrived. A few days later the mechanic prepared the airplane for an engine test run and found the alternator main circuit breaker had been tripped (opened). After resetting the breaker and turning on the split-rocker master switch, voltage was observed. The alternator belt was undamaged, and tight on its pulleys. The engine started normally and charge was observed on the ammeter gauge. With the engine running at about 1,700 RPM the voltmeter read 28.5 to 28.8 VDC with all lights and avionics working normally. During the test run there were no shorts to ground or defects noted. He concluded that he could not duplicate tripping the alternator breaker.

The landing gear emergency extension system was examined. The pump handle could not be extended from its retracted position. The screw attaching the inner handle retaining spring was backed off and the inner handle was able to be extended normally. No other anomalies were noted with the landing gear extension system.