



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

April 5, 2022

Subject: NTSB investigation ERA22LA138, N7943Y, Piper PA-30, February 28, 2022,
Farmingdale, New York
Information provided by FAA Inspector

On March 1, 2022, Mr. Conrad DePinto, FAA Inspector from the Farmingdale, New York Flight Standards District Office, provided the following information via telephone:

The airplane had already been moved and raised onto its landing gear by the time Mr. DePinto arrived at the Farmingdale Airport (FRG). With electrical power on the airplane, and the landing gear handle in the down position, the green landing gear down and lock light was illuminated. A mechanic reported that after the accident, the "gear motor" 30 amp circuit breaker was found activated. After lifting the airplane and resetting the circuit breaker, the landing gear operated (lowered) normally.

The accident pilot's flight instructor (not onboard during accident flight) reported that sometime in January 2022, while flying N7943Y, when he moved the landing gear lever to lower the gear, there was no noise, the green down and locked indicator light did not illuminate, and he performed a go around. He then discovered that the "gear motor" circuit breaker had activated, he reset the circuit breaker and then lowered the landing gear, which operated normally thereafter. The flight instructor provided the following information in an email to Mr. DePinto on March 1, 2022:

On or about 1/3/2022 I was instructing my student [REDACTED] in N7943Y. [REDACTED] was wearing a view limiting device while we were flying a practice ILS 4 approach into KMGJ. When Michael positioned the gear selector into the down position I noticed the lack of noise of the operation of the gear extension and associated wind from the added drag, no pitch up moment, green landing light indication not illuminated, gear warning horn activated, and gear warning light illuminated.

We recognized the warnings and aborted the approach, then proceeded to troubleshoot the landing gear system. We discovered the landing gear circuit breaker had popped up. I reset the circuit breaker and the landing gear operated as normal. We then received all of the indications that the gear was down and locked (green light illuminated, amber light extinguished, momentary pitch up moment, gear operation and

wind noise plus the thud of the gear locking into place, no gear warning horn was heard and the gear warning light was extinguished.

I have since flown N7943Y without any landing gear problems.

I believe I might have correlated the troubleshooting technique with circuit breakers (if you reset it and it doesn't pop again, it is ok to continue) to it not being a problem. I failed to notify maintenance of the occurrence.

Mr. DePinto further advised that the flight school operating the airplane was using a custom checklist that was created by the school. The "Before Landing" section of the custom checklist included one item related to the landing gear: "Landing Gear.....DOWN..." The airplane manufacturer's checklist, in the "Approach and Landing" section, included two items related to the landing gear: 1) "Landing Gear Selector.....Down..." and 2) "Landing Gear Indicator.....Green".

Mr. DePinto advised he would make plans to follow up and perform some landing gear swings sometime in the next several days.

On April 4, 2022, Mr. DePinto returned to the airport to cycle the landing gear. After placing the airplane on jacks, he cycled the landing gear 4 times, and noted that it operated properly. With the landing gear in the up position, the amber "gear up light illuminated, and the throttles full forward, the landing gear warning horn operated when the flaps were extended. As the throttles were reduced, the amber "gear up" light extinguished. After lowering the gear, the green "gear down and locked" light illuminated.

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