

Communication Summary

Date: August 26, 2013

Communication From: Mr. Henry J. Soderlund



Summary & Factual Information:

Mr. Soderlund reported details in reference to an examination of a broken fork (P/N 0442503-7). The examination of the broken fork revealed:

1. The final overload fracture of the nose landing gear fork started at a fatigue crack at the upper shoulder of the fork.
2. The fatigue crack originated at the radius below the attachment hole at the upper shoulder of the fork and had propagated for a period of time prior to the final fracture.
3. Another fatigue crack was also observed on the upper shoulder at the other side of the fork. This crack had not propagated to a critical length and did not break off during the final overload fracture.
4. The fracture of the nose landing gear fork was due to the fatigue cracking at the radius below the attachment hole on the upper shoulder of the fork.
5. The material used to manufacture the nose landing gear fork met the specified engineering requirements.

I can attest that the above summary and factual information was submitted on the above stated day, and is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator