

Inspector Statement:

Date: August 3, 2016

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Mr. Folkerts:

The National Transportation Safety Board (NTSB) requested geographic support with aircraft accident investigation and nose wheel tear down evaluation of aircraft registration number N80TK and serial number T20608454. The aircraft was taken from Louisiana to Flying T. Repair Station, LLC (SJNR152), [REDACTED]

On July 12, 2016, this office called Flying T. Repair Station and talked with the repair station manager about scheduling a nose gear assembly tear down evaluation-for aircraft N80TK. On July 27, 2016, this office visited Flying T. Repair Station to perform a nose gear assembly tear down evaluation. The nose gear assembly was removed from Cessna N80TK, and a tear down evaluation was performed by Flying T. Repair Station, LLC, and an Aviation Safety Inspector of the North Texas Flight Standards District Office.

The Examination of the nose wheel and tire assembly for serviceability and proper inflation after the aircraft accident: The nose tire was correctly inflated, with no evident of tire wear, cuts, or bruises. The nose tire appears to be serviceable, but will not be reused by the owner. Examination of the nose strut assembly after aircraft accident revealed that the nose strut assembly was filled with hydraulic fluid (MIL-PRF-5606) and contained the correct air pressure (80PSI (551.59KPA)) with the strut fully extended and the nose wheel off the ground. The nose gear strut had maintained its pressure throughout the hard landing with no visible leakage. The nose gear assembly continuity check and analysis of the gear assembly indicated that everything was connected and in working condition at the time of the aircraft accident. However, the repair station manager stated that the strut will not be reused because of possible hidden damage.

Sincerely,

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