

March 1st 2021

To whom it may concern;

During a routine training session of multi-engine instruction on Saturday February 27th at approximately 10:30 a.m. we experienced intermittent nose gear indication problems. Numerous maneuvers were performed involving several landing gear extension/ retraction cycles, all normal until the last 45 minutes during which the nose gear would intermittently indicate down/locked then unsafe. Several touch and go landings were performed during which we attempted to lightly move nosewheel into locked position and get the safe indication, some of those attempts firm enough to confirm gear was actually down and locked. Landing gear hydraulic lever automatically returned to center and gear was visible in cowling mirror every time. Checklist items for single light out, handle returning to neutral, gear horn warning active followed which indicated, to me, gear was extended, latched, pressurized with down/warning horn switch out of place. Confirmed by weight bearing on several touch and goes, returning handle and gear visible in mirror. Discussed with student all actions then elected to land.

I requested runway 27 instead of active 18 so we could land, rollout, gently stop, shutdown so I could then inspect gear. We were cleared to land on 27, I feathered left engine on base, continued approach, conducted gumps and final checks(except gear). As main gear contacted runway I pulled mixture on #2, and although initial touchdown was normal aircraft soon began a slight yaw to right along with some unusual noise (like rubbing or scuffing). Felt similar to a right main tire going flat with greatly increasing yaw(much worse than a flat), I applied full left pedal then drag increased dramatically. Aircraft was nearly 30° to centerline and about to leave runway. There are no wheel brakes on my side so I loudly instructed student"left brake, left brake, left brake, left brake" , which he did, straightening out aircraft parallel to centerline, approximately 6' from edge. Shortly after this; nose gear collapsed and remaining 100-200' runway was done on the nose of the airplane and main gear. Once stopped we shut off master, generators, avionics, magneto's, fuel and vacated airplane.

Myers aviation removed airplane and put in our hangar. Upon inspection and disassembly, it was discovered the wheel was turned past the stops to the right, tire scuffed, hydraulic actuator failed (due side load) in fully extended position. Upper drag link assembly tubing cracked and separated. Several other parts bent or damaged. All parts found except 1 turn limit stop.

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