



National Transportation Safety Board

Washington, D.C. 20594

Office of Aviation Safety

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RE: NTSB Investigation DCA18FA144 World Atlantic Landing Gear Failure

Dear Sirs,

The investigation into the Caribbean Sun (dba World Atlantic) Boeing MD-83 (N807WA) accident that occurred in Alexandria, LA on April 20, 2018, has been completed and parts or hardware that were retained to support the investigation are due to be returned.

On-scene, the right main landing gear's outer cylinder was found fractured roughly in half. Both halves were shipped to Boeing's Huntington Beach facility in Huntington Beach, California, for further examination. The upper half of the outer cylinder measured about 20.4 inches and the lower half of the outer cylinder measured about 29.9 inches. A fatigue fracture was identified along the break in the outer cylinder, and two sections, about 3.5-inch by 2-inch each, were cut from each half of the outer cylinder. The NTSB retained one of the removed sections of the fatigue fracture for further analysis and Boeing retained the other removed section for analysis. Boeing also retained the remainder of the two halves of the outer cylinder at their Huntington Beach facility.

Following our analysis, the NTSB Materials Lab shipped the section of the fatigue fracture we retained (which had been cut into smaller pieces during our work) to Cherry Air on August 21, 2020, and the package was delivered on August 28, 2020 at 10:41am. On September 4, 2020, Boeing informed the NTSB that it was unable to locate the two halves of the outer cylinder and the section of the fatigue fracture they retained. Since then, the NTSB has been working with Boeing to locate the missing items. The search by Boeing personnel included:

- Checking the shipping request records of multiple employees to search for any data documenting movement of the parts.

- Walking numerous locations throughout the Huntington Beach facility to look for the crate/part; salvage sales area, receiving and shipping, site storage, and all roads in the facility to see if the box was staged on the side of a road.
- Checking e-mail records of Lab employees to search for any record of a request for the part to be moved.
- Contacting Boeing's Garden Grove aircraft part processing facility that previously provided receiving and shipping services to the Huntington Beach facility to search for any records of the parts.
- Contacting Boeing's internal transportation organization, which is the group that physically moves parts within Boeing. Employees of this organization were alerted to the fact that the parts were mislocated and asked them to contact the Huntington Beach lab facility if the crate with the parts is located.

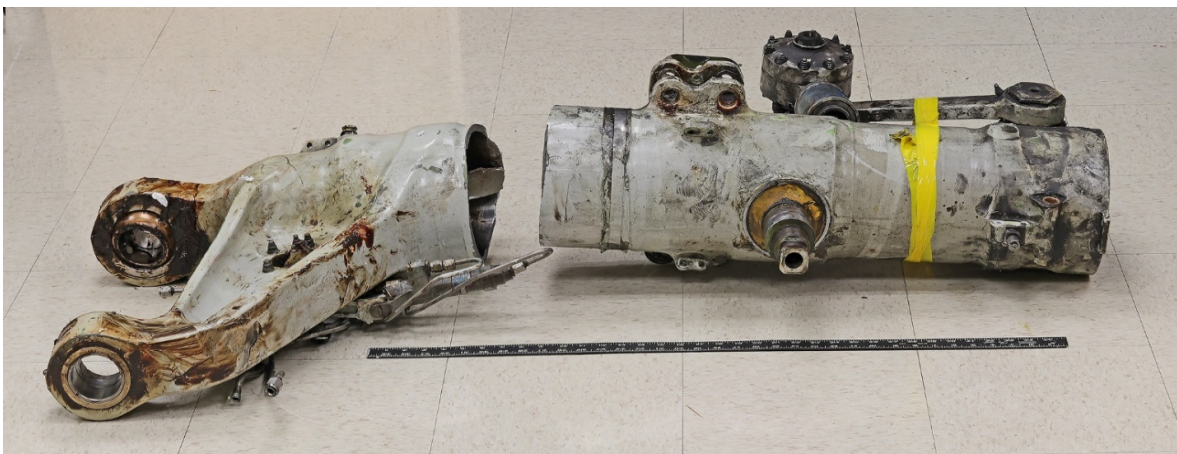
To date, the Boeing retained landing gear sections have not been located. The landing gear is packed in a crate and paperwork within the crate will likely alert personnel to contact Boeing's Huntington Beach lab if it is located.

NTSB management will be meeting with Boeing Air Safety to discuss Boeing's proper storage of all investigative parts and their documentation on how items will be stored and tracked in Boeing's labs. Below are photos of the as received outer cylinder, the sections that were removed and the pieces that were returned to Cherry Air by the NTSB Materials Lab.

Best regards,

[REDACTED]

Lorenda Ward
Sr. Investigator-in-Charge



Landing gear outer cylinder as received at Boeing's Huntington Beach facility



Outer cylinder with red markings indicating cutting area



Upper Section removed (retained by NTSB) Lower section removed (retained by Boeing)



Parts as returned from NTSB Materials Lab