

INSPECTOR STATEMENT
N325EE ACCIDENT ON 07/06/2011
MICHAEL SINGLETON ASI

THIS AIRCRAFT WAS UNABLE TO LOWER LANDING GEAR AFTER ACCOMPLISHING 3 TOUCH AND GO'S.
PILOTS ATTEMPTED TO LOWER THE GEAR USING THE POH ALTERNATE METHOD WITH NO LUCK.
PILOTS ORBITED PCM FOR APPROXIMATELY 30 MINUTES WHILE TALKING WITH MECHANICS VIA RADIO ATTEMPTING SEVERAL PROCEDURES TO LOWER THE GEAR.
AT APPROXIMATELY 1445 THE PILOT ELECTED TO LAND GEAR UP.
THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE TO THE LEFT WING SPAR FROM THE INITIAL IMPACT UPON LANDING.
THE MAIN GEAR WAS PARTIALLY DEPLOYED AND COLLAPSED UPON LANDING.
BOTH PROPELLERS STRUCK THE GROUND WITH ENGINES ROTATING.

07/11/2011

I INSPECTED THIS AIRCRAFT TO ATTEMPT TO FIND THE CAUSE OF THE LANDING GEAR FAILURE.
INVESTIGATION REVEALED THE NOSE GEAR ALIGNMENT ROLLER FAILED AND DEPARTED THE AIRCRAFT ALLOWING THE NOSE GEAR TO TURN AND JAM IN THE NOSE WHEEL WELL WHEN IT WAS RETRACTED.
THIS IS AN ELECTRO MECHANICAL SYSTEM CONTROLLED BY PUSH RODS AND TELEFLEX CABLES, THEREFORE IF ONE WHEEL IS JAMMED, THE REMAINING WHEELS WILL NOT DEPLOY.
THE HARDWARE ATTACHING THE ALIGNMENT ROLLER IS A SINGLE BOLT WHICH HAD BROKEN OFF APPROXIMATELY ONE THREAD INTO THE MOUNTING BRACKET.
THE ROLLER AND BROKEN HARDWARE WERE NOT RECOVERED.
I WAS UNABLE TO ASCERTAIN WHETHER CORROSION WAS A FACTOR ON THE BOLT DUE TO THE LOCATION OF THE BRACKET AND CONDITION OF THE WHEEL WELL.