



MEMORANDUM OF RECORD

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Eastern Region Aviation

July 20, 2015

Subject: FAA Inspector Statement [Excerpts] and Telephone Conversation

The following was provided to this investigator from the FAA inspector who responded to the accident location:

- The airplane was removed utilizing a tow truck (flatbed)
- The landing gear was manually lowered and both main landing gear down lock switch activated
- The nose landing gear down lock switch would not activate and the nose gear was braced with wood
- Substantial damage was noted on the airframe structure and the lower portion of the forward bulkhead

The following are excerpts taken from an FAA statement dated July 20, 2015:

- Photographs of taken of all gear doors
- The aircraft was stabilized with wing jacks and tail stand
- The master switch was turned "ON"
- The landing gear yellow light (caution) was illuminated
- No landing gear lights (down) were not illuminated
- The landing gear motor operated momentarily
- The landing gear motor circuit breaker tripped
- Both main landing gear tires evidenced scuff marks on the outer sidewall area
- The front seats were removed to access the gear box
- Both main landing gear extension rods were bent at the gear box end
- Lower fuselage access panels were removed
- The nose landing gear retraction rod was fractured at the gear box

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