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Phone: Home:	Work:	Mobile:	
Narrative Statement: On 06/14/2018, I was assigned an accident in which an aircraft (N56213) after touchdown had lost directional control due to a right Main Landing Gear (MLG) issue, which caused the aircraft to veer off the runway after landing at Umatilla Municipal Airport (X23). The aircraft sustained propeller strikes on both engines, right wing damage, nose gear separation, damage to the right MLG and gear supporting structure. The aircraft involved was a Piper PA-34-200, serial number 347350304. Inspection of the runway and areas leading to the ditch where the aircraft came to rest revealed skid marks stemming from the aircraft's right main wheel, which starting at the aircraft's touch down point on the runway to the final stopping area. Inspection of the right MLG revealed that the torque link attachment bolt, washer, castellated nut and cotter pin were missing which caused the right MLG torque links to disconnect, which produced skid marks due to the right MLG tire castering. There was no damage to either torque link or associated landing gear components. Based on these findings it appears that the bolt fell out sometime after takeoff from the departing airport and was not present during landing. On 06/22/2018, I returned to X23 to accomplish a more in depth inspection of the right MLG. I found no scoring damage to the inner diameter of the right MLG torque link brass sleeve that the attachment bolt passes through to secure the torque links together. The brass sleeve was measured and found to be round and not elongated due to stress put on the attachment bolt. These findings further indicate that the bolt fell out due to no cotter pin being installed. I also inspected the left MLG and found the left MLG torque link secured with the bolt, washer and castellated nut, but the cotter pin was found to be missing.			
Printed Name: Donald R. Andrews		[REDACTED]	
Date: 08/07/2018		Time: 0930	