

**From:** [Dean.Glasse](#) [REDACTED]  
**To:** [Boggs Daniel](#)  
**Subject:** RE: Beech 100 accident N945WS  
**Date:** Monday, April 8, 2019 11:27:58 AM  
**Attachments:** [image001.png](#)

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Dan,

I had a few minutes to get my last few bits of info in to the -23.  
My narrative entry into the "Brief Explanation" is below.

AIRCRAFT DID NOT HAVE A DOWN AND LOCKED INDICATION. THE FLIGHT CREW ATTEMPTED EMERGENCY EXTENSION TO VERIFY GEAR POSITION. THE EMERGENCY EXTENSION PROCEDURES DID NOT ALLOW THE GEAR TO BE MOVED TO THE DOWN/LOCK POSITION. WITHOUT POSITIVE VERIFICATION OF GEAR POSITION, A LANDING WAS MADE. AFTER TOUCHDOWN, THE MAIN LANDING GEAR RETRACTED AND THE AIRCRAFT SKIDDED TO A STOP WITH THE NOSE LANDING GEAR EXTENDED. POST INCIDENT EVALUATION SHOWS THE MAIN LANDING GEAR MECHANICAL LINKAGE COMPROMISED AND THE RIGHT MAIN LANDING GEAR ACTUATOR SHAFT BROKEN.

The -23 and completed accident package will be transmitted tomorrow from the FSDO.

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**From:** Boggs Daniel <[REDACTED]>  
**Sent:** Monday, April 08, 2019 9:14 AM  
**To:** Glasser, Dean (FAA) <[REDACTED]>  
**Subject:** RE: Beech 100 accident N945WS

Did you finish the -23, I need your statement please.  
Thx  
Dan,

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**From:** [REDACTED]  
**Sent:** Wednesday, April 3, 2019 2:21 PM  
**To:** Boggs Daniel <[REDACTED]>  
**Subject:** RE: Beech 100 accident N945WS

Thanks Dan. I'm working on completing the -23 and I don't see that I had it.  
My apologies if I've asked before.

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**From:** Boggs Daniel <[REDACTED]>  
**Sent:** Wednesday, April 03, 2019 2:05 PM  
**To:** Glasser, Dean (FAA) <[REDACTED]>  
**Subject:** RE: Beech 100 accident N945WS