

From: [Standifur, Russell \(FAA\)](#)
To: [Mccarter Aaron](#)
Subject: N960V Accident Investigation
Date: Tuesday, May 26, 2020 8:33:33 PM

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Mr. Mccarter,

I left you a phone message, but in case you didn't get it I believe we found the potential issue that caused the gear to stop going up into the wheelwell.

It looks like something happened on the left gear, the landing gear scissors were found broke off at the bolt attachment area and the lower half of the gear twisted around sideways and jammed up against the main gear doors. That overloaded the electrical circuit and popped the landing gear motor CB which is under the cabin floorboard.

We believe this is why the gear stopped mid travel.

Further inspection of the landing gear emergency pump handle revealed the emergency gear selector handle was not placed in its detent by the pilot.

This kept the gear from being actuated to the down position via the pump handle.

After thinking about the situation of events that happened the disengagement of the landing gear selector was probably the best thing that could of happened, there is no telling what the aircraft would have done if he got the landing gear down but landed with the left lower gear in the wrong direction.

All I got left is looking over the pilot logbook and I want to interview the mechanic that performed the landing gear overhaul to validate how he done it and check out the facility he did this at.

You can contact me when needed.

Respectively,

Russell Standifur

Nashville FSDO

Phone: [REDACTED]

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