

## INSPECTOR STATEMENT

07/18/2024

ON 06/26/2024 I INTERVIEWED THE PIC OF THE MISHAP AIRCRAFT. HE STATED HE WAS CONDUCTING PERSONAL PRACTICE. HE EXPLAINED THAT ON THE FIRST LANDING ATTEMPT, EVERYTHING LOOKED NORMAL AND CONTINUED TO LAND. HE VISUALLY SAW THE DOWN AND LOCKED INDICATOR INDICATING THE GEAR WAS SAFE. AN ATC TOWER CONTROLLER WATCHED THE LANDING AND DESCRIBED A SMOOTH TOUCHDOWN BUT THE NOSE LANDING GEAR RETRACTED. THE PIC HAD ALSO EXPLAINED THAT AS HE TOUCHED DOWN, THE NOSE KEPT DROPPING AND SUBSEQUENTLY CONTACTED THE GROUND. THE PIC CONTINUED TO SHUT DOWN THE AIRCRAFT AND EGRESSSED THE AIRCRAFT. AIRCRAFT DAMAGE WAS LIMITED TO PROP STRIKES TO BOTH ENGINES, EXTENSIVE NOSE COWLING AND AIRFRAME DAMAGE FROM SLIDING.

THE AIRCRAFT WAS RECOVERED TO REGISTERED OWNERS HANAGR AT BOX AVIATION. UNDER FAA SURVEILLANCE, THE ACTUATOR WAS REMOVED FOR BENCH CHECKING WITH A HYDRUALIC TEST STAND. THE NOSE LANDING GEAR ACTUATOR EXIHIBITED SIGNS OF INTERNAL LEAKAGE. ONCE PRESSURE WAS REMOVED FROM THE EXTEND SIDE OF THE ACTUATOR, TRAPPED PRESSURE FROM THE RETRACT SIDE BEGAN MOVING THE ACTUATOR UNCOMMANDED. DURING NORMAL SYSTEM OPERATION, PRESSURE IS REMOVED FROM THE ACTUATOR ONCE THE GEAR IS "DOWN AND LOCKED". IT IS BELIEVED THIS ACTION WAS UNLOCKED THE NOSE LANDING GEAR AND PREVENTED THE GEAR FROM REMAINING IN AN OVER-CENTER AND PROPERLY LOCKING CONDITION.

NLG ACTUATOR

WIEBEL TOOL CO. INC.

PART NUMBER 35030-2

PETER D  
ROSE

Digitally signed by  
PETER D ROSE  
Date: 2024.07.18  
09:22:16 -05'00'