

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME	DATE 10/31/2024
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Monica A Skinner		ROUTING	
		SYMBOL	INITIALS
Aviation Safety Inspector			
EA-FSDO-39			
SUBJECT Accident Findings N6037M			
DIGEST Accident occurred 09/08/2024, (it was initially reported as an Incident) an Operations Inspector and I went to RDU international airport, airplane was already placed on the hangar. Close examination of the airplane showed evidence of structural damage including the firewall. Airplane's owner agreed to contact me for a gear swing with a certificate mechanic. The A&P Mechanic swing the gear at leas 3 times only the right landing gear went up, that was not unusual due to the accident, also once the airplane was on jacks It was easy to notice the damage on the skin and the bottom structure. (Incident was upgraded to Accident). In order to get more information about the Landing gear failure the mechanics needed to open panels looking for damage, check the wiring for proper installation and functionality. Damage was found to the rear spar, the belly stringers and longerons. the landing gear motor was removed for inspection, the mechanical part operates normally. The A&P mechanic also found that the detent between Up & Down position selector panel was worn, that allowed the handle to be moved Up & Down without much resistance. continuing with the inspection in search of the possible fault that caused the retraction of the landing gear during takeoff, the A&P checked the wiring of the gear retraction and extension handle and found damage to 4 of the wires of the bundle that operates the handle.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE	SIGNATURE	

DIGEST (CONT)

Retraction and extension tests were performed and wires were producing an arc every time they move and touch each other.

it was determine that the cause of the accident was mechanical damage due to the arching wiring, and the wear on the detent on landing gear position selector panel.