

I completed the 100hr Airframe and landing gear inspection on N555HF IAW Piper Seminole Inspection Report on 11/22/24.

During my inspection I did not notice any abnormality or defects with landing gear attaching bolts or torque link bolts.

[REDACTED]

Certificate No.

[REDACTED]

Timothy W. Monville
Sr. Air Safety Investigator
NTSB

May 3, 2025

Tim,

Per your request, a review of the maintenance records for N555HF has shown that the last time work was performed on the landing gear torque link hardware was on 2/15/24 during a 100hr inspection. All hardware was replaced during at this time. The last maintenance performed on this aircraft before the accident was on 11/22/24. We have all of the logbooks back to the original manufacture date in our possession.

Sincerely,

A black rectangular redaction box covering the signature of the sender.A black rectangular redaction box covering the logo of American Flyers.

American Flyers



AMERICAN FLYERS

To: Tim Monville

September 23, 2025

Sr. Air Safety Investigator

National Transportation Safety Board

Tim,

The gear up landing on N555HF at Pompano Beach airport (KPMP) on 1/10/25 was found to be due to the upper and lower torque links being separated, resulting in the landing gear being jammed in the wheel well and unable to be extended by the Pilot. The torque link hardware was missing and not found following the accident.



Sincerely,

Rick Farmer

American Flyers DOM

AP/IA 