



## RECORD OF EMAIL

**Samantha Link**  
**Aviation Accident Investigator**  
**Western Pacific Region**

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**Date: February 19, 2016**  
**Person Contacted: Christopher Farnell (Federal Aviation Administration)**  
**NTSB Accident Number: WPR16LA073**

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### **Narrative:**

During an email conversation with Mr. Christopher Farnell, an Operations Inspector with the Federal Aviation Administration, he reported that the windscreen was partially separated from the airframe along the bottom and side attachment areas. He also established control continuity from the cabin controls to the nose landing gear strut and rudder. The nose landing gear was fractured, which was consistent with a pull to the left. The main landing gear attachment points sustained upward crushing. The right main landing gear strut was fracture separated about three inches from the wheel assembly. It appeared that the wheel separated from the airplane on the final turn before the airplane exited the runway surface. The fracture surface was visually inspected and consistent with overload. A heavy skid marks were present on the runway surface, which was consistent with the left landing gear and the brake being held, however, there was no flat spot on the tire. The outboard about four feet of the right wing was bent upward, and the fuselage just aft of the rear window was bent downward. Overall, there were no anomalies noted with the airplane that would have precluded normal operations.

END.

Submitted by: Samantha Link



**Photo 1 – Nose Wheel Fork**



**Photo 2 – Underneath the Aft Fuselage**



**Photo 3 – Side and Underside of the Aft Fuselage**



**Photo 4 - Side of the Aft Fuselage**