

From: [REDACTED]
To: [REDACTED]
Subject: RE: WPR17IA189 San Jose, CA-Safety Suggestion
Date: Monday, February 18, 2019 11:11:54 AM
Attachments: [ml-c-560xl-c56xmm598.pdf](#)

Hello Andrew,

I missed that the MX manual was updated at the end of last year with a revision (highlighted in blue) to the trunnion installation procedure.

Henry J. Soderlund
Senior Air Safety Investigator, Air Safety Investigations

[REDACTED]

From: Swick Andrew [REDACTED]
Sent: Wednesday, October 4, 2017 7:45 PM
To: Soderlund, Henry [REDACTED]
Cc: Michael Schaadt [REDACTED]
Subject: WPR17IA189 San Jose, CA-Safety Suggestion

Mr. Henry Soderlund,

The National Transportation Safety Board (NTSB) is investigating the incident that involved an airplane that sustained minor damage during landing (investigation number WPR17IA189) on August 28, 2017, at the San Jose International Airport, San Jose, California.

This email contains safety suggestions that were developed during the fact finding phase of the investigation. The purpose of these suggestions is for you to assist in preventing future accidents.

1. Rewrite of publications (Model 560XL Maintenance Manual) with the proper order of steps and the clarity of the steps, for the installation of the pivot pins in the main landing gear trunnion assembly.
2. Adding a step to the installation to ensure that the grease fittings, which includes the end cap of the aft pivot pin, are removed during the installation for the examination of the bolt or pin that attaches the pivot pin to the trunnion.
3. Add a note or warning, to visually check the aft pivot pin length after installation, to ensure that the bolt that attaches the pivot pin to the trunnion is properly installed in the pivot pin.

I would appreciate a response to these suggestions in writing within the next 90 days. If you have any questions, or want to discuss these suggestions, please feel free to contact me. Finally, I would like to emphasize that it is your responsibility to implement whatever safety improvements are necessary. The above are my suggestions on the possible ways to improve aviation maintenance and should not be construed as formal safety recommendations from the

board members of the NTSB. Thank you for your cooperation in this matter, and your interest in transportation safety.

Andrew L. Swick

Aviation Accident Investigator

National Transportation Safety Board

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Phoenix, Arizona

Phone:



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