

Cawthra Joshua

From: Michael Upton [REDACTED]
Sent: Tuesday, June 27, 2017 11:40 AM
To: Cawthra Joshua; greg nolting
Subject: wpr17la131 N380AL

Dear Mr.Nolting & Cawthra,

I received your voice mail messages regarding the gear failure last Thursday in N380AL .

I am out of town (in Mexico) until at least 7/5/17 and I'm replying from my cell phone. I have spotty service at best.

In the interest of aviation safety > I wanted to respond to your requests for a statement and let you know that when I get back I will avail myself to the production of records you may need.

Statement of Facts
in re: WPR17LA131 / N380AL operation on 6/22/17

On Thursday morning June 22nd , I met with Patrick Meehan (the owner of N380AL) , pilot Gray Brandt and the aircraft mechanic "Bradford" at his repair shop on the field at F70 for the purpose of an insurance checkout for Gray Brandt.

During my meeting we discussed (at length) the maintenance performed on the above referenced aircraft , and reviewed the logbook entries for its return to service. It appeared the aircraft had approximately 10.7K hours in service at that time. After our discussion we performed an extensive walk around inspection , then performed a static run up in front of the repair shop. We then taxied to the active runway...performed another run up and performed a normal take off from 18. At all times , Gray Brandt was acting PIC in the left seat and in control of the aircraft I was instructing.

After takeoff we orbited the field at approximately 3000' agl in maneuvering flight before flying to KRNM. Gray did a right base entry to runway 27 with a smooth touchdown / normal landing aligned with the centerline and taxi-back to 27. The takeoff roll from 27 was normal and in the climb-out we contacted approach for a practice ILS 24 to KCRQ . The approach and landing was normal and aligned with the centerline. After touchdown the aircraft decelerated nicely (up-hill runway approximately 1500') we intended to exit on A5. Just prior to A5 (while still in the center of the runway) I noticed what felt like a flat tire / oscillation in the gear. I asked Gray to "keep it straight." He replied words to the effect that he wasn't going to brake. A few seconds later the right landing gear collapsed and the aircraft rotated towards N3. I would estimate the speed of the aircraft at the time of the gear oscillation was between 5-10 mph.

We went through a shutdown flow and exited the aircraft.

After the gear collapsed we spoke with several people including the airport manager. The airport manager stated that the tower witnessed the "normal landing" and "they thought your tire was going flat at first." I / we also spoke with a gentleman from the NTSB who also stated / confirmed that the tower told him they witnessed a normal landing.

Concluding: I've been informed that a bolt that connects the torque links or scissors on the Right Landing Gear assembly had failed. This would explain how the assembly rotated and then collapsed backwards when the tire became mis-aligned with the aircrafts momentum. I also heard that the term "hard landing" has been thrown around as the cause of the failure. There may have been "hard landings" in this aircrafts 10.7k history but not on any landings we did on June 22 , 2017. Any accusation of a hard landing without evidence of improper pilot technique or that we caused or contributed to the gear collapse would be false , misleading / defamatory and slanderous per se.

END of STATEMENT