

From: [Hutson, Scott \(FAA\)](#)
To: [Stein, Stephen](#)
Cc: [Whitaker, Kathryn](#)
Subject: RE: Landing Gear Exam - Air Transport
Date: Thursday, August 8, 2019 8:04:49 AM
Attachments: [image001.png](#)
[image002.png](#)

Good morning Inspector Stein,

This is a recap of N4992J inspection that transpired at 0800 on 08/07/2019 (Air Transport – Jarman’s).

Upon arrival:

- Both wings were removed and stacked on top of one another. These were later separated for inspection.
- Fuselage and engine were intact and were resting on a support stand approximately 2’ agl.
- Both MLG legs were fully retracted in their respective wings.
- NLG was partially extended, approximately 15%, and was jammed with broken support structure.
- The NLG tire and wheel had rocks lodged on the right side of the wheel/tire bead mating point but the tire was still inflated and was able to spin freely.
- This acft is equipped with an emergency gear extension system triggered by the static port on the left side of the acft fuselage.

We removed the engine cowl and obstruction from the NLG and the gear free fell into the extended position. The over center hook did not lock so the gear was not secure. Very slight pressure applied to the torque link allowed the over center hook to lock into place. A couple of simulated free fall attempts resulted in the same as the original, the hook needed a little assistance to lock. Disassembly, inspection and reassembly of the lock pin was accomplished with no anomalies found. Downlock assembly was lubricated, another free fall was performed with the same results as previously experienced. It is unclear whether this observation was a pre-crash condition as the NLG had experienced some significant loads/stress during the runway excursion/accident. The NLG downlock switch integrity/functionality was confirmed good.

Electrical power was applied to the acft. The gear aural warning horn did not annunciate but the landing gear extend/retract electrically driven, hydraulic motor did power up and run. Manipulation of the NLG downlock switch caused the motor to stop/start accordingly, confirming system integrity. The throttle lever was found off at idle. This is an input to the gear aural warning circuit. Retraction of the throttle lever to almost idle resulted in the gear aural warning horn sounding.

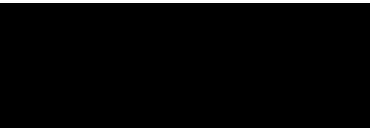
RMLG inspection shows significant signs of several overload as there were several items fractured and bent. Once the gear door attaching hardware was cleared, the gear was able to be manipulated with no difficulty but would not lock due to the extensive damage.

LMLG inspection only shows damage to the gear door attaching hardware. Once freed up, the LMGL was manipulated into the down a lock position freely, where it stayed.

Based on the mechanical observations, it is the opinion of this inspector that, with traffic in the pattern, the PIC expeditiously attempted to land N4992J with the gear up, not allowing the emergency gear extend system the 7 seconds needed for all three landing gear to fully extend and lock. This resulted in the NLG not being locked and collapsing on landing, causing a prop strike and the subsequent excursion from the runway.



Scott Hutson
Principal Avionics Inspector
Flight Standards District Office



Don't worry about what people think of you. Do people right and you will know!

From: Stein Stephen <[REDACTED]>
Sent: Tuesday, July 23, 2019 8:12 AM
To: Hutson, Scott (FAA) <[REDACTED]>
Cc: Whitaker, Kathryn <[REDACTED]>
Subject: RE: Landing Gear Exam - Air Transport

Copy, thanks

From: Hutson, Scott (FAA) <[REDACTED]>
Sent: Tuesday, July 23, 2019 8:11 AM
To: Stein Stephen <[REDACTED]>
Cc: Whitaker, Kathryn <[REDACTED]>
Subject: RE: Landing Gear Exam - Air Transport

I just called and spoke to Reed.
He has not had a chance to respond to my email from yesterday.
He did say that the gear is in bad shape, with the NLG being jammed and one of the MLG liberated.
He requested an hour and he would respond to me request from yesterday.



Scott Hutson
Principal Avionics Inspector
Flight Standards District Office

