

From: [REDACTED]
To: [REDACTED]
Subject: RE: WPR19LA227 Spokane, WA-N43793
Date: Monday, August 26, 2019 9:24:32 AM

Hi Andy,

I asked Joe at Western to remove the lower cowl for us so we could see the NLG steering mechanisms better. I took another AW ASI with me to help make sure we both saw what we needed to see.

See attached pictures and I think you'll agree the fracture of the steering linkage (item 15 in the parts manual previously sent) is fresh, with no apparent prior fracture. I got pictures as focused and lit as possible without further disassembly (see attached). So at this point there's really only one other factor we can put in the equation and that's the pilot's input. Some days are better than others.

The annual inspection was current, and the last landing gear work other than brakes and tires was NLG drag link installation, which appears to be correctly installed. It has, however, suffered stress as some paint has come off where the "Y" comes together (no pic, sorry, wasn't pertinent). So from the logbooks we don't have anything that looks like it could be troublesome. He sure has had a lot of avionics work done on that plane!

Let me know if you need anything else.

David
