



SUMMARY OF FINDINGS

Tealeye Cornejo

Air Safety Investigator (Field)

Western Pacific Region

Date: July 28, 2020

Person Contacted: Tony Moore, FAA Aviation Safety Inspector - PMI

NTSB Accident Number: WPR20LA252

Narrative:

I just finished a Zoom inspection of N8244Y in Salem. Mark at Salem Air is going to send us pictures of the damage found after getting it up on jacks, which includes:

- Keel beam on both sides of lower fuselage is ground down from runway friction – they think it is a structural repair.
- Right wing spar is damaged where the extension strut struck it after the trunnion broke.
- The right trunnion sheared on the aft side just forward of where the hinge shaft enters the trunnion.

It appears that the RH MLG trunnion broke on landing and then failed on the next gear retraction, causing the entire landing gear to seize when the pilot attempted to put the gear down again. The pilot reported hearing a “pop” or “bang” on the gear retraction, which could have been the trunnion breaking. After the mechanics disconnected the extension strut from the RH MLG trunnion, the rest of the gear fell and locked freely on its own. No damage was noted to the other landing gear or to the worm gear drive that moves the gear up and down.

The issue for follow up is if the RH MLG trunnion has been repaired or is a failed part from Piper. The right side appears to have a weld and gusset rib that is thicker than the left side and will require some pictures and Piper’s help to confirm if the part has been altered or not.