

From: [Gilligan, Daniel K \(FAA\)](#)
To: [Stein Stephen](#)
Subject: RE: N155CT Landing Gear Examination
Date: Wednesday, June 2, 2021 1:47:06 PM

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Hello Stephen,

I performed the Inspection , with the help of Legends mechanics. This is what we found. I will start with your list provided below. **Photos were uploaded to your system.**

- Document and photograph current position of landing gear switch: **Gear handle was in the down position.**
- Document and photograph landing gear circuit breaker(s): **The gear breaker was in the popped or pulled position.**
- Document and photograph left LMLG and RMLG landing gear assemblies and specifically the downlock actuators: **Down lock hooks worked as should. They latch and hold the gear up. (we could not push the gear down)**
 - Dan – both should be down and locked when you arrive from recovery effort: **All three gear were down and locked.**
- Perform press-to-test
 - On amber light: **Worked as should.**
 - On green light: **Worked as should.**
- Perform gear swing
 - Ensure at least 14 inches of clearance from ground when jacked: **After Jacking Aircraft to 20" off the ground the main gear cleared the floor.**
 - Observe position indicator lights: **Green down and lock lights worked as should. Amber light would not go on when gear was retracted. Right main up-switch had been broken. It appears it broke post-accident. It was very clean as you will see in the pictures.**
- Downlock linkage
 - Inspect for condition: **Other than needing a good cleaning appeared to be in good working condition.**
 - Check for overcenter position: **Gear system functioned as needed.**
- hydraulic system (lines for leaks..etc): **Most leaks appear to be coming from engine. No leaks appear to be coming from the hydraulic system.**
- Hydraulic actuators for condition, security, and movement: **Actuators were secure and functioned properly.**
- Hydraulic power pack: **Power pack was full of fluid and functioned as should.**
 - Fluid level: **Full.**

I also checked the gear warning system and it worked as should. (I pushed the throttle forward and the gear horn shut off) We didn't check any of the rigging per the manual for exact limits. We just noted that the system functioned as normal other than the gear up switch (being broken) on

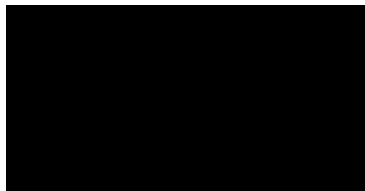
left main for Amber light. (Post Accident)

As far as damage on the aircraft: Left main horizontal stabilizer and elevator damaged. Left wing tip damaged (tip only). Tail tie down ground down and bent.

Due to the twisting of the aircraft, there were many wrinkles around the fuselage that disappeared when the aircraft was put back up on the gear. Could be some hidden damage involved.

Best Regards,

Daniel K Gilligan
Aviation Safety



Office website: www.faa.gov/about/office_org/field_offices/fsdo/sdl/

From: Stein Stephen <[REDACTED]>
Sent: Wednesday, June 2, 2021 3:50 AM
To: [REDACTED] Gilligan, Daniel K (FAA) <[REDACTED]>
Subject: N155CT Landing Gear Examination
Importance: High

Good morning gentlemen –

I didn't get an opportunity to send this email off to yesterday, so I hope you find it this morning.

Below are some of the areas I'm interested that were taken from the POH. Jesse, I know you're experienced in this area so please add onto this if I missed anything.

Instructions:

Dan is providing Federal oversight for this examination, but I will need separate photographs and examination notes from each of you at the end of the exam.

- Inspection
 - Before starting
 - Document and photograph current position of landing gear switch
 - Document and photograph landing gear circuit breaker(s)
 - Document and photograph left LMLG and RMLG landing gear assemblies and specifically the downlock actuators

- Dan – both should be down and locked when you arrive from recovery effort
- Perform press-to-test
 - On amber light
 - On green light
- Perform gear swing
 - Ensure at least 14 inches of clearance from ground when jacked
 - Observe position indicator lights
- Downlock linkage
 - Inspect for condition
 - Check for overcenter position
- hydraulic system (lines for leaks..etc)
- Hydraulic actuators for condition, security, and movement
- Hydraulic power pack
 - Fluid level

Thanks to you both for supporting this. Let's connect in the afternoon or after the exam is finished

[REDACTED]

Thanks,

Stephen

Stephen Stein

Aviation Accident Investigator

National Transportation Safety Board

[REDACTED]

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