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WPR

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Subject: WPR25LA060

Contact: [REDACTED], Aviation Safety Inspector, FAA

The following is a summary of the notes provided from [REDACTED], Aviation Safety Inspector, Fresno Flight Standards District Office, after facilitating the examination of the nose landing gear assembly of N789RC on 2/14/25.

Arrived at Reedley Municipal Airport (O32). Aircraft was secured in the hanger. I told the mechanic I will be taking pictures and documenting the removal process as we move forward. They remove the engine cowlings, and the battery was disconnected, and terminals secured. I instructed the mechanic to remove the access panel covering the rear joint (item 2). Inspected area and disconnected the bolt (item 33, washer 34, castle nut 35, and cotter key 36) at the rear joint.

With the rear joint disconnected the gear leg FG (item 1) extended without any discrepancies. We were able to move it back and forth freely and turn the nose wheel left to right without any binding. The tire showed no imbalance. We inspected the gear leg and found the pillar 2 FG (item 16) broken at the attach point.

Moving on to remove the gear leg FG (item 1) from the aircraft we must access by removing the glareshield. We found the right pivot (item 19) free to move, but the left pivot (item 19) was stiff. I have included the IPC breakdown and have marked the documented areas.

The summary of the maintenance inspection for N789RC at Reedley Municipal Airport (O32) on 02/14/2025 is as follows:

- Upon further inspection, the gear leg was found to have a broken pillar 2 FG at the attach point. This is likely due to the impact and not a part failure.
- To remove the gear leg (FG), the glareshield was removed. The right pivot was free to move, but the left pivot was stiff. Likely due to the impact of hitting the ground.

The Aviation Safety Inspector did not observe evidence of preaccident mechanical malfunction or failure with airframe flight controls or flight control continuity.