

To: FAA & NTSB

From: Andrew L. Gordon

3/19/2024

Statement

My team and I assisted with the aircraft recovery. When the aircraft was hoisted by crane, the landing gear was mainly retracted into their respective gear wells. The plane was set down on aircraft wing jacks and secured with a tail weight. We managed to extend the right main gear out of the gear well, dropping it down to the deployed position. At this point, I observed that the RH push/pull rod was severely bent and that the rod end link had separated from the rod approximately 1" from the attach bolt on the gear strut side. When the gear was pushed by hand back up toward the retracted position, it swung freely and the rod end and end link broken ends aligned at the approximate 45 degree position that the gear was stuck at before the landing. The left main gear push/pull rod was also severely bent but was still attached at both ends and required some effort to force down into the extended position. The nose landing gear was able to be fully extended into the down position by hand as well with some force applied.

The damage observed was consistent with compression forces on the push/pull rod due to a side loading of the landing gear. I believe that the push/pull rods were substantially bent prior to the arrival of the aircraft at KRMN. The rods being bent would have caused the gear mechanism to be stuck and impossible to move through either the application of the gear drive motor or the manual gear extension procedure and the manipulation of the gear extension manual actuation rod. The gear remained in this damaged and stuck position until the pilot belly landed at KRMN. At this point, the loading on the stuck RH landing gear, at the partially extended position most likely resulted in the rod end link separation as the weight of the aircraft was forced onto the already bent push/pull rod. With no movement in the rod system, the loading force caused the link to separate and allowed the other two gear points to move back into the gear wells as the aircraft belly landed.

Later on, after the aircraft was brought back to the ramp area, the FAA came to inspect the aircraft. At this time the gear motor/transmission was tested and found to be in correct and working condition and appears to be undamaged. Likewise, the attach point and manual latching mechanism that connects the motor to the gear mechanism were observed and operated and were correct and undamaged.

This account is to the best of my recollection and reflects my observations of the aircraft after the landing at KRMN. I have not been able to fully inspect the gear as the FAA is still investigating.

Signed:



Andrew L. Gordon

Date: 3/19/2024