

N58066 hard landing at BID

08/21/2020

Proceeded to BID to inspect aircraft. A/C was located in tie down area resting on belly of the A/C. The A/C was hoisted up by a sling attached to the prop/crankshaft area to enable inspection. Both main L/G swung down when the A/C was lifted, the N/G was not attached to the A/C it had been sheared off during the landing and subsequently coming to rest in the infield of the airport.

The LH MLG was inspected first. The LH wheel spun freely with no notice of binding or rubbing. The brakes were inspected and seemed to be recently installed, with no defects noticed on the rotor assy. There was no evidence of any brake fluid leaking at the caliper or brake lines. Due to the fact that the L/G skirts were in place I was unable to remove the LH brake pads completely. The LH MLG tubing was mostly intact with the lower rod connecting to the gear assy was broken and not attached. The connecting rod for the outer MLG door was broken.

The RH MLG was inspected; the wheel spun freely with no notice of binding or rubbing. The brakes were inspected and seemed to be recently installed, with no defects noticed on the rotor assy. The RH brake caliper was removed from the gear assy. The RH brake caliper puck was retracted completely into the caliper housing. There was no evidence of any brake fluid leaking at the caliper or brake lines. There was significant hard landing impact damage to the RH MLG. The aft end of the MLG trunnion rod was pushed up and penetrated the upper RH wing skin. The two front support tubes for the RH MLG shock absorbers were both broken at the base where they attach to the shock absorber assy. The RH tire had two flat spots, one of which was through the tire cord and punctured the tire. There was also evidence of side loading, rubbing and scuffing marks on the RH tire.

The runway showed evidence of heavy skid marks on the RH side starting at the point of impact continuing through to the point where the A/C departed the LH side of the runway.