



RECORD OF CONVERSATION

Jason Aguilera
Air Safety Investigator
Central Region

Person: David Plum, FAA
NTSB Accident Number: CEN16LA354

Inspector David Plum responded to a loss of control during landing that resulted in collapse on the right main landing gear. Inspector Plum interviewed the pilot who stated that when the airplane touched down on the runway it began to veer to the right. The pilot could not correct the airplane's direction and the airplane departed the right side of the runway colliding with a fence. Substantial damage was sustained to the airplane's wings. The right landing gear was manually extended and locked. The airplane was then towed to a hanger.

Under the auspices of the FAA, a gear swing was conducted on the landing gear and it was discovered that the gear locking mechanism had been improperly rigged.

The airplane had been refurbished and its most current annual was on October 26, 2015. Several weeks prior to the accident, the airplane was damaged when the pilot attempted to turn the airplane at high speed from the runway to a taxiway. The right main landing gear's scissor was damaged during that incident.

On July 22, 2016, the airplane's right main landing gear's scissor was replaced with a serviceable unit. A gear retraction test was conducted and described by the mechanic as satisfactory.