



Federal Aviation Administration Inspector's Report

From: Jason L. Jaworsky

Re: Aircraft Accident September 11, 2019

NTSB ID: CEN19LA315

FAA Office: CE07

Airport: Kingman, KS. (9K8) Runway 18

Aircraft: N328RG Owner: Aircraft Resource Management

Make: Piper **Model:** PA34-200T **S/N:** 34-7570061

Year Manufacture: 1975

Total Aircraft Hours: 2752.2

Flt Crew: 1 Pilot

Overview:

A Piper model PA34-200T was involved in an accident at the Kingman, KS (9K8) airport runway 18. The aircraft had previously departed Wichita, KS airport (ICT) and was destined to Kingman, KS (9K8) airport for an oil change. The aircraft departed ICT and turned to the west toward Kingman, KS. The aircraft impact to the ground was in a southward direction on runway 18. The aircraft ground impact marks indicate the aircraft was in a level and slight nose up attitude. The aircraft received substantial damage. The PIC of the aircraft was not injured.

The PIC was Mr. Jeremiah Brandt, the holder of airline transport pilot (ATP) certificate number [REDACTED] with Airplane Single Engine\Multiengine Land ratings. The following events were reported by the pilot; this was a Part 91 operation on a personal flight. No flight plans were filed. Contact was made with Wichita, KS, Air Traffic Control (ATC) during the landing phase of the flight to declare an inflight emergency when the landing gear failed to extend. The pilot stated that he performed a go-around for observers on the ground, to verify that the landing gear was not extended, before he performed an emergency landing gear up landing. The pilot reported that his last flight review was completed on April 29, 2019, and his instrument proficiency check (IPC) was completed on the same date.

On Scene Investigation:

On-scene investigation at the accident site Kingman, KS. Airport (9K8) was started September 11, 2019, at approximately 5:00 P.M. Upon arrival, the airport manager and a team of individuals were towing the accident aircraft from the runway with the landing gear down and locked. I was approached by PIC Jeremiah Brandt from the accident, and documented his contact information and received the aircraft logbooks and other documents from him. I gave a receipt of the "chain of custody" form. Mr. Brandt stated that he had to leave, and would return at a later time that evening.

I then began my investigation of the accident. I took photos from runway 18 including propeller strikes, and skid marks that were approximately 480 feet long from the initial point of impact with the ground, to the resting place of the aircraft. It was determined that there was substantial damage to the aircraft. There was damage to the left and right engine propellers from striking the ground at high power from the aircraft engine. There was damage to the left and right aircraft wing flap controls. There was damage to the lower fuselage structure and skin. There was damage to the 4 each structural longerons on the lower fuselage structure. It was determined that there was damage to the aircraft antennas on the lower fuselage. Mr. Brandt offered to perform a landing gear operational demonstration and inspection by the F.A.A. on September 18, 2019, at 9:00 A.M.

On September 18, 2019, at 8:45 A.M., Inspector Joseph Behrends and I traveled to Kingman, KS. Airport where the aircraft is located in the hanger rented by Mr. Brandt. We were met by Mr. Brandt and the Kingman, KS. Airport Manager, Mr. Ezra Olson. The aircraft was placed on jacks. After an initial examination of the landing gear and components, there appeared to be no physical damage or abnormalities of the landing gear. Mr. Behrends, Mr. Olson, and I witnessed Mr. Brandt perform numerous landing gear retractions and extensions, to include several emergency extension operations. The landing gear operated normally each time, with no malfunctions of the landing gear system operation, nor evidence of an anomaly with the operation or the operating components of the landing gear system. There also appears to be no mechanical, hydraulic, or electrical abnormalities of the entire landing gear system at this time. There were also no other deficiencies noted with the operation of the aircraft landing gear indication lighting systems. There were also no other operational or controllability factors of the landing gear system or aircraft systems that were identified.

In-Office Investigation:

September 23, 2019: I performed a maintenance logbook records review of the N328RG documents. There were some discrepant entries involving maintenance performed by pilot Jeremiah Brandt. Documented maintenance entries made in the maintenance logbooks are in possible violation of 14CFR 43.9(a)4 and 14CFR 43 Appendix A (Preventive Maintenance). It was determined that previous maintenance performed as documented in the maintenance logbooks were not a contributing factor to the accident. Maintenance entry deficiencies will be addressed using a compliance action. Reference compliance action number: [REDACTED].

Conclusion:

September 30, 2019: It was determined that there are no anomalies or malfunctions of the aircraft systems or the landing gear operational system at this time. It was determined that previous maintenance performed on the aircraft, as recorded in the maintenance logbook records, did not identify any contributing factors to the aircraft accident. If further information or documents are obtained, they will be added to the accident file and FAA Form 8020-23 will be amended as required.

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Wichita Flight Standards District Office
[REDACTED]