

Brannen John

From: Michael McCormick [REDACTED]
Sent: Tuesday, April 19, 2022 8:39 PM
To: Brannen John
Subject: Fwd: N700DQ Landing

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From: Michael McCormick [REDACTED]
Date: Thu, Oct 7, 2021 at 10:46 AM
Subject: Re: N700DQ Landing
To: Frazier, Brian D (FAA) [REDACTED]

Brain, Here is my personal AAR of the events. Hope this helps.

N700DQ – Hard Landing statement

Around 1200L Randy Field flew us from KGPT to KPIB in his C182RG. After landing at KPIB we conducted a standard walk around and inspection of N700DQ. Once the walk around and fluids were checked, Randy climbed into the aircraft first. Randy proceeded to the Left seat therefore I sat in the Right seat. Randy started the aircraft engine without incident and then he briefed our plan for the day. He stated that the purpose of the day's flight was to increase his proficiency and familiarity of the aircraft. After a thorough discussion Randy and I agreed that he was the Pilot In Charge and my role was to be an extra set of eyes and ears as well as to suggest different techniques and options while flying the aircraft. Although I am more experienced in the TBM, my role was to help him as a fully capable copilot but not instruct in an official capacity (I am not a CFI).

We departed KPIB and climbed to 3,500' while enroute to 17M (Magee muni) without incident. Randy initially loaded the RNAV 36 approach into the GPS as we were approaching from the southeast. Once we determined the winds favored runway 18, received from Foreflight via stratus, I deleted the RNAV36 approach and loaded the RNAV18 approach. Randy flew a downwind to approximately 5 mile final for the RNAV 18 approach. Initially we were high on the approach and needed to descend somewhat steep to reacquire the glideslope. Because the weather was clear, VFR conditions, runway in sight, I was comfortable with the increased descent rate. Around 2 mile final we were on speed (~95KIAS), on glideslope, fully configured and trending to a negative energy state which was appropriate as we still needed to slow about 10kts. At 1 mile final we were fully configured, on speed (85KIAS), Neutral energy state, on glideslope. At about ¼ to ½ mile around 100' Randy had the power setting at about 15% or 20%. At that time I began to advise Randy that as we start the round out to flare, he should add about 10% of power to arrest the VVI. About this

same time (around 50') Randy reduced the power to flight idle. We immediately began to sink at a very high rate. While his hands were still on the yoke and throttle, I pushed his hand and throttle to full power. We then landed/bounced a few feet short of the runway threshold. The Left main gear touched down first followed by the right main gear and lastly the nose gear. After we bounced off the gravel/beginning of the runway, I took over the aircraft completely. Because power was added prior to touchdown, the engine was already spooled up and therefore created enough lift and forward momentum to prevent another touchdown at 17M. I did not move the flaps or gear from that point forward. I initiated a climb to 3,500' and proceeded directly back to KPIB. While enroute I asked Randy to climb to the rear of the aircraft and take a look under the wing to determine the damage. Randy advised me that it appeared the left strut was fully deflated and there was a stream of hydraulic fluid from the left strut area. However the right strut appeared in good working condition. Once we were over KPIB I contacted the FBO and some regional pilots (who had recently landed) and asked for their assistance in determining the position of the gear. I conducted a low approach at approximately 75' and both the regional pilots and the FBO stated that the gear appeared down and locked. At my request, once the Fire Department was in place, I conducted a normal approach and landing. I touched down right of centerline and using the rudder deflection tracked down the center of the runway to a slow taxi speed. I exited the runway and taxied back to the FBO without further incident.

Weather: Few 035, Wind calm to approximately 6 knots from the west. TS initially 30 miles west slowly approaching the field.

On Thu, Oct 7, 2021 at 10:37 AM Frazier, Brian D (FAA) [REDACTED] wrote:

Michael,

Thank you again for taking my call a couple of weeks ago. I am still looking in to this hard landing in the TBM and I wanted to ask if you would please email me back with

a narrative of exactly what happened, from your perspective. Any details or thoughts you have on the occurrence is appreciated. Call me if you have any questions and thank you for your help.

Brian D. Frazier

Aviation Safety Inspector

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