



MEMORANDUM FOR RECORD

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: January 20, 2021, 1300EST
Person Contacted: Greg Mallo (Pilot/Owner)
Contact # [REDACTED]
NTSB Accident Number: ERA21NA108

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

Mr. Mallo was contacted by phone on January 20, 2021. The call was initiated by Lynn Spencer and included Clint Crookshanks. Mr. Mallo provided an e-mail address of [REDACTED]

Mr. Mallo stated that the airplane had about 70 hours total time. He bought it a couple months ago, with about 40 hours on it. It had its 50-hour inspection in late December at Western Aircraft, 4300 Kennedy St, Boise, ID 83705. After the 50 hr inspection, he flew to Arizona for 20 hours of training then returned to California. On January 18, before leaving California for a 2-day cross country trip to New Hampshire, he checked the tire pressure of all tires. He checked the NLG tire several times and was surprised to see that it was measuring 70 psi of pressure even though he had only flown 20 hours since its 50-hr maintenance. He added air in NLG tire to 88 psi(per his POH) then rechecked. He noted that just taking the gauge off the valve stem seemed to cause the loss of about 2 psi, so he filled the tire to 92 psi.

Mr. Mallo went to check the main gear tires and was frustrated that he could not check the tire pressure on the left main tire because the hubcap had been placed so that it was blocking the valvestem. He asked a mechanic to remove the hubcap and check the pressure and add air as appropriate.

He flew to Olathe, Kansas (IXD) where he spent the night on January 18, 2021, then departed Kansas about 1150 CST on an IFR flight to Manchester, New Hampshire (MHT). He experienced no sign of icing during the flight. He requested a lower altitude when he realized he was coming up on a temperature minimum. He stated that he never exceeded any minimum. Mr. Mallo stated that it was a perfect approach into MHT using landing flaps. Upon landing, the main gear touched down smoothly and as soon as the NLG touched and he selected beta (simultaneously), the airplane immediately jerked right as if he lost traction. He released beta and input left rudder (rudder trim was a bit left for landing); however, the airplane departed the runway and the NLG collapsed when it hit an embankment. At the time, he thought he had hit a patch of ice, but airport operations inspected the runway

and said there was no sign of ice and the runway was dry. He stated that he had no idea why it jerked right when the NLG touched down and the airplane did not respond normally. He examined the airplane and reported that there was damage to the propellor, front portion of the cowling, possible deformation of the RMLG, and the NLG was broken around the trunnion. He stated that Signature had the key to the airplane.

He stated that all maintenance has been performed at Western Aircraft. The airplane has been towed a few times with a tow bar and he is well aware of the towing limits. The airplane is a bit squirrely but he is comfortable in it. This was his first experience with this type of event. He stated that he has over 1000 hours of total time, and most of his time in this airplane has been with an instructor. He also regularly flies a Cessna 421.