



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 17, 2021
Person Contacted: Robert Reynolds, FAA CLT FSDO
NTSB Accident Number: ERA21LA367

Narrative:

Mr. Reynolds was interviewed via telephone. He stated that examination of wreckage revealed that the right wing and vertical stabilizer sustained substantial damage. Mr. Reynolds further stated that the left main wheel lock nuts separated from their respective studs; however, there was no damage or stripping of the stud threads and the lock nuts were not recovered.



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Date: October 1, 2021
Person Contacted: Robert Stern, Charlotte, NC
NTSB Accident Number: ERA21LA367

Narrative:

Mr. Stern was interviewed via telephone. He was the third owner of the airplane. The previous owner had larger main gear tires installed about 4 to 5 years ago, and Mr. Stern is not aware of any work on the landing gear tires since. He could not see the three nuts during preflight as they are concealed by a hubcap; however, Mr. Stern shook the tire during preflight inspection. None of the nuts were recovered. The most recent condition inspection was completed on June 1, 2021 by William Pane, Plane Fun Aircraft, Brasstown, NC. Mr. Stern received minor injuries during the accident.



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Date: October 1, 2021
Person Contacted: Billy Payne, Plane Fun Aircraft, Brasstown, NC
NTSB Accident Number: ERA21LA367

Narrative:

Mr. Payne was interviewed via telephone. He stated that the three missing nuts were light locknuts, made of an alloy. When installed they are torqued with a 5/16" wrench, he believes to about 35 in/lbs, but would have to reference the aircraft manual for the exact specification. Mr. Payne removed the hubcap during the 6/1/21 annual condition inspection to lubricate the wheel bearing and at that time could see that the three nuts were secure; however, since they were already set to a torque, he would not put a wrench on them to tighten. Mr. Payne further stated that there was one hard landing (no damage) since that inspection; however, there was no damage to any of the three stud threads. He does not know how the nuts came off.