



Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 11/30/21

Subject: ERA22LA079

Contact: Mike Jones, FAA ATL FSDO

Mr. Jones was interviewed via telephone. He examined the wreckage today and noted substantial damage as the left wing had separated from the fuselage. The nosegear collapsed and Mr. Jones was unable to examine the steering system on-scene. He plans to examine the steering system after the wreckage is recovered to a storage facility.



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Date: **12/7/21**

Subject: **ERA22LA079**

Contact: **Mike Jones, FAA ATL FSDO**
 Damian Galbraith, Piper Aircraft

Mr. Jones and Mr. Galbraith were interviewed via telephone (speakerphone). They were at the recovery facility and completed their examination of the wreckage. Mr. Jones reported that the left wing had separated from the airframe during collision with the ditch. Mr. Jones and Mr. Galbraith were able to confirm steering continuity from the rudder pedals to the nosegear steering horn. They noted that a section of nosegear lower trunnion was fractured consistent with impact but retained it for metallurgical examination to be certain. They also retained a primary flight display and multifunction display. The items were boxed and shipped to the NTSB laboratories.