

Inspector statement: 03/11/2022

March 10, 2022

- Removed FDR from aircraft N903JT. Removed pilot personal luggage as permitted by NTSB authorization. Pilots provided a copy of the medical and pilot certificate as requested by the Ops inspector. Aircraft was located at AGC hangar 22, and was on a trailer at the time.



Aircraft was removed from the trailer, placed on Jacks. During the walk around the following items were noted. RMLG Was collapsed. The down lock actuator attach point (Pin) in the landing gear strut was sheared off. According to the Honda Jet maintenance personnel, The pin is designed as a weak point not to destroy the trunnion area.



- Both MLG tires were shredded from sliding and the emergency brake was set to the on position, Brakes were set (No movement).
- Fuel leak from the center tank was evident. Center fuel tank was found to have the right Inbd gear door, Aft hinge point torn from the fuel tank wall and created a fuel leak



-Both inboard Flaps have damage

- Rt Flap Inbd Mount has severe damage, Torn wing skin as hinge attach point broke.





-Rt Aileron is damaged at both trailing edge and leading edge, push pull rod attach point.



- Wing skin damaged at rt wing trailing edge at wing root. (I think that damage was made during recovery. (Non-structural according to Honda Jet maintenance..))

After the aircraft was on jacks, I had the maintenance person release the emergency brake, Left tire spun freely. Rt tire was half way off the wheel, so I didn't try to turn it. The accumulators had PSI in the system. There was hyd fluid leaks, but my opinion, it was due to the position of the aircraft at the accident site and hyd vent system. I did not have access to a JLG or lift truck to inspect the top of the horizontal stab, but one static wick is missing and one is bent.