



MEMORANDUM FOR RECORD

Heidi Kemner
Senior Air Safety Investigator
Eastern Region Aviation

September 2, 2022

Subject: ERA22LA396
Who: Philip Kingston – FAA Inspector

In a telephone conversation, Inspector Kingston stated the following:

- He examined the wreckage of N4913K and found that there were wrinkled longerons near the bottom of the fuselage where the airplane contacted the runway.
- When the airplane was lifted off the ground to move it from the runway, the nose gear dropped and locked.
- He examined the landing gear no anomalies were noted that would have precluded the landing gear from operating normally.
- There was hydraulic pressure in the system and no leaks were noted.

Furthermore, in Inspector Kingston's Accident Report, he stated the following:

There were no visible indications upon either the runway surface or on the aircraft of a WHEELBARROW landing, hard landing, or porpoising event. An inspection of the nose landing gear assembly and landing gear retraction system did not indicate a mechanical or overload failure, as complete continuity of the system was noted. Observation of the nose landing gear assembly, airframe attachment points, wheel and tire assembly, retraction mechanism, linkages and hardware or hydraulics components did not reveal any damage. There were no leaks noted in the hydraulic actuator or hoses and the hydraulic reservoir was noted to be full. It was not possible to test the hydraulic pump, however the pilot stated that the pressure gauge indicated positive pressure during operation. The nose gear indication system wiring and down and lock switch was found connected and undamaged. There were three green lights observed with power applied. Maintenance records indicated that the last annual inspection was conducted on 8.1.2021 and a functional check of the landing gear retraction with normal results was observed after repairs were made to the RIGHT-HAND main gear door.

The pilot stated that upon touch down, he immediately applied the brakes for a “short field landing” and believed that the gear collapsed due to “pushing the nose down”. He stated he had landed the aircraft this way for the 22 years he has owned it, as this is the way he was instructed. He stated that he thinks he remembers seeing three green lights at some point prior to landing.