

On 7/13/2023 I was asked to assist with a determination of the amount of damage that N759HD Received during the incident at KFCI. I arrived at the aircraft and found that the nose gear did not collapse, rather the nose gear was pushed forward away from the firewall at an angle and the bottom mounting points for the nose gear were broken. The gear was still partially attached to the firewall. The firewall has been damaged by the bending force of the nose gear with it still being attached to the firewall. The firewall is bent. I did not observe any damage to the engine mount. The floor at the rudder pedals inside the cabin is bent. The floor structure just before the rudder pedals is wrinkled. The rudder pedal torque tubes are bent. There was no evidence of a prop strike. The lower cowling was damaged from contact with the nose strut. The aileron, rudder, and elevator primary flight controls were checked and there were no issues noted. The flaps were in full up position. Rudder and elevator trim were both set to neutral. The Hobbs time is 132.8 The tach time is 1805.55. It is my opinion that this should be considered an accident.

Daniel McSherry

FAA Principal Maintenance Inspector

EA21-FSDO