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Office of Aviation Safety, Eastern Region

Date: October 17, 2023

Subject: NTSB# ERA24LA013

Contact: Jeff Grammer (Maintenance Supervisor, Dominion Aviation)

The individual noted above provided the following information via email memorandum to FAA Inspector Marty B. Morgan.

On October 5th I was contacted by [NAME REDACTED] of Wing nuts flying club to evaluate some upper right wing damage. I briefly looked at the damage and told [NAME REDACTED] that we needed to do a more in depth hidden damage inspection because I found the rear wing spar cracked visible through the flap bay. On October 6th the aircraft was brought over to our maintenance hangar to start the inspection, once access was gained to the area we found significant damage to the rear wing spar just outboard of the right wing aft attach point along with the inner most wing rib. Wing skin rivets were sheared and broken off from the top and bottom of the spar area as well on both the Right and Left hand sides. The right wing strut is bent at the upper outboard section at the attach point and the Right hand MLG strut is also bent. Judging from this we determined a hard landing inspection would be required. [NAME REDACTED] came over that day during our hidden damage inspection, and we reported to him our findings so far. I have attached what pictures I have so far, if you have any questions please feel free to contact me.

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