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Date: 02/06/2024

Subject: ERA24LA084 - Pilot phone conversation

Contact: Benoit Gedalia - Pilot

Below is a summary of a phone interview with the accident pilot:

The pilot was asked if he performed a preflight of the aircraft prior to the accident flight and if he found any anomalies or failures with the nose landing gear assembly. The pilot responded that he performed a preflight and that there were no anomalies noted with the nose landing gear assembly and that during taxi and takeoff the nose gear operated normally. The pilot was asked if any mechanical issues or anomalies were found during the last annual regarding the nose landing gear. The pilot responded that the steering controls were found cracked and then repaired during the annual, he reported there were no other mechanical issues with the nose landing gear found during the annual inspection.

The pilot was asked if his landing at the XSA airport was a standard landing on the main landing gear was or if it was a 3-point landing. The pilot responded that the first runway contact was on the main landing gear; however, the second runway contact after the bounce was a 3-point landing. The pilot was then asked if he felt the bounced landing was hard enough to cause the damage to the nose gear assembly. The pilot responded that he did not feel that the bounced landing was hard enough to cause the separation of the nose wheel attach bracket. The pilot was then asked why he decided to return to his home airport after the bounced landing. The pilot responded that after hearing a loud bang during the bounced landing, the winds still being gusty, and that he was running late to return home, he decided it was best to return to his home airport after the bounced landing at XSA.

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