

Ryan Enders
Aviation Accident Investigator
Eastern Region

Date: April 6, 2024

Subject: ERA24LA165 FAA Field Notes Summary

Contact: Inspector Stevan Vilimonovic, FAA/FSDO

Inspector Stevan Vilimonovic responded to accident of N1861M at the Cleveland International Airport. The below are the notes he provided from his on-scene examination.

"04/062024 Arrived at CLE departure area, escorted to response room, viewed two videos, one showing aircraft on approach (comments were made that aircraft was higher than normal compared to other aircraft and then began to descend quickly as aircraft approached left side of screen, I'm not familiar with viewing aircraft like this but aircraft appeared in control and not flying erratically) and another video showing aircraft landing and catching fire (was barely visible).
Escorted to middle of runway 6L facing north centered between where aircraft contacted runway and where aircraft had stopped. Went south to propeller assy (damage indicated engine was running when contacting runway), nose landing gear components and debris (at point of contact there was area saturated with hydraulic fluid (most likely from the nose strut) just before the prop strike markings, then forward of that was engine oil (most likely from when propeller detached).
Continuing towards aircraft, small intake air filter was found to the right saturated with oil. The lower piston of gear was found with wheel assembly attached along with several pieces of torque link (after raising aircraft remainder of nose gear components were located in nose gear compartment).
Approached aircraft, extinguishing foam was dissipating around aircraft. A fire was extinguished right hand side of engine/nose cowl, appears to be engine oil discharged when prop separated, engine oil sump was not damaged, a piece of luggage was on the ground (aft right side) (Personnel from local FBO/Atlantic were on seen and requesting personal items for the occupants (pilot/passenger) airport

personal were told to leave everything in the area and I informed I will return bag inside acft and sometime later everything will be removed and weighed). Performed walk around, no damage/issues noted with elevator/rudder/vertical-horizontal stabilizer. Flaps not at zero, left and right appear symmetrical. Ailerons can be moved/not binding. All control surfaces move freely, [REDACTED] however cables/connections to pilot controls is evident (confirmed this and proper movement from crew seat, Flaps selected Down, Elev trim Zero slightly above). Leading edge both wings has been deflected downward due to landing gear forcing/deflecting the trailing edge upward. Multiple areas tension/compression upper and lower surfaces both wings. Tip tanks appear empty, examined both wing main tanks and fuel present (quantity unknown). RH wing trailing/leading edge deflected more than left, nose/engine cowlings buckling indicate forces applied upward and from RH side. Oil filter dated 11/20/2023 actt 5016.2(actt unknown, could not find hobbs meter, instrument panel has been upgraded battery cables cut by first responders) [REDACTED], main landing gear struts/wheels/brakes appear properly serviced. Inside, registration/awc present and current. POH/AFM located in center console(not current revision, A12). Controls indicated cables are attached [REDACTED]. Medical oxy bottle copilot floor board. A tool bag(ump tool, misc items), engine plugs, tow bar appear to have been located aft storage area(wieghed 30lbs). Interior configured for 6 place, 2 forward facing/2aft/2crew, personnel baggage appeared to be located on/between the aft seats(180lbs). The medical bottle, ipad mini located in crew area(10lbs). Acft was raised and placed on dolley, towed to storage area and secured. Acquired a calibrated scale from WC7R(CLM00011953 ASSET ID 00101381, they were helping and acft is stored on ramp adjacent to hanger) and weighed all items(225.23lbs). Did not wiegh 2ea bose headsets and misc. small items (@ 5lbs) 04/10/2024 revisited acft with new inspectors(OJT) took additional photos/measurements. Contacted garmin concerning the sd cards in units instrument panel. Removed cards for research, cards record every second. Left/right displays have this data, center display did not have files accessible by windows pc."

-End of Summary