

My Name is Brian G. Holder, I am an Aviation Safety Inspector assigned to the West Columbia, South Carolina Flight Standards District Office. This statement was made from notes I took during this investigation.

On May 9, 2024, I traveled with Inspector James to Conway, South Carolina to inspect N3777 after a gear up landing. This was the first flight after an annual inspection. Met with Henry Williamson who returned the aircraft to service after the annual inspection and Chad Cox the mechanic/pilot who was the PIC during the accident. Mr. Cox stated, he believed the gear was down and locked and the gear collapsed after touching down. I asked to see Mr. Williams checklist for the Annual Inspection, and he stated that he did not use a checklist other than complying with 14 CFR 43 Appendix D. We inspected the aircraft and found no damage to the gear doors except the nose gear door. And damage to the cross tube protecting the single gear actuator.

On June 4, 2024, I traveled to Conway with Inspector Baker to inspect and troubleshoot the landing gear system. The nose gear down was closed when the aircraft landed. The main gear doors have no damage on them, which indicates the doors were closed at the time landing. We could not find any damage to the retract mechanism or push rods. The gear was cycled several times in both normal and emergency modes. It appears that the landing gear was not down and locked as the PIC thought.

Brian G. Holder
Aviation Safety Inspector
SO-FSDO-13

Inspectors Statement

My Name is Cornelius J. Baker, I am an Aviation Safety Inspector assigned to the West Columbia, South Carolina Flight Standards District Office. This statement was made from notes I took during this investigation.

On June 4, 2024, I accompanied Inspector Holder to Conway, South Carolina to inspect N3777 after a gear up landing. This was the first flight after an annual inspection. Met with Henry Williamson who returned the aircraft to service after the annual inspection and Chad Cox the mechanic/pilot who was the PIC during the accident. Mr. Cox stated, he believed the gear was down and locked and the gear collapsed after touching down. We inspected the aircraft and found no damage to the gear doors except the nose gear door. The nose gear down was closed when the aircraft landed. The main gear doors have no damage on them, which indicates the doors were closed at the time landing. We could not find any damage to the retract mechanism or push rods. The gear was cycled several times in both normal and emergency modes. It appears that the landing gear was not down and locked as the PIC thought.

Cornelius J. Baker
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