

## Aircraft N3687L Accident GSO

On June 10, 2024 ASI's Eden King and Chris Sims arrived at Koury Aviation at GSO to investigate the aircraft. ASI Sims started his investigation and noted the nose landing gear assembly was leaning against the side of the hangar wall. The mounting surface along with linkages and rods had been broken and showing signs of impact damage.

The aircraft was supported and resting on pallets and tires where the nose landing gear should have been attached. The propeller blades were bent in opposite directions. The engine Carburetor and fuel inlet both had impact damage at the bottom.

The engine firewall had buckling and creases on both the forward left- and right-hand sides. These showed evidence that the bottom portion had been forced back and upward from the impact of the nose landing gear. Also, the fact that the engine mounting struts showed no evidence of bends or stress damage between the engine nor the firewall.

The bottom middle section of the forward firewall where the nose landing gear had been mounted had been torn and pulled underneath the aircraft. Sections along the bottom of the fuselage where it is joined to the firewall has separation on both sides.

Underneath the aircraft from the firewall going back, the fuselage has been dented and buckled into an upward and back position in an area of across each side of the aircraft approx. 3ft.

Aft of the firewall on the R/H side, there is a hole approx. 3 x 7 inches, evidence of impact from the nose landing gear. This can be seen through the floor on the inside of the cockpit.

The left-hand wing tip sustained a minor dent on the leading outer edge showing signs that it had encountered a grassy area.

Christopher A. Sims

Aviation Safety Inspector (AW)

FSDO AFG/EA39