



Ryan Enders
Aviation Accident Investigator
Eastern Region

Date: August 15, 2024
Subject: ERA24LA307, Passenger Interview
Contact: Michael Hudson

Michael was contacted via telephone to discuss the accident of N9308Q. The following is a summary of that conversation.

Michael stated that it was an impromptu ride for him and stated that he had flown the accident airplane an hour before on a maintenance flight. On the accident flight, Michael stated that they did a runup at the end of the runway and there were no problems. He remembered the pilot applying full power to the airplane and the airplane had its "full strength".

At about 4200ft, the pilot brought the power back and he noticed that the EGT's on the left engine had dropped, and he could feel a "stumble". The pilot then brought the power back on the left engine. It was still making power, so they decided to go back to the departure airport for a precautionary landing. Michael described that on the downwind, the pilot attempted to lower the landing gear, but he did not hear the gear lower. The gear did not go down. At this point, they began to work through the gear extension checklist and were holding around 500-700ft. Michael stated that he started to hand crank the landing gear down. He was able to get about 40-45 turns from the co-pilot position and could "feel it dragging badly" as he cranked. Shortly after, the pilot turned towards the airport in a shallow descent. Michael stated that he was unsure if they would make it to the airport and that both engine MAP's (manifold pressure) looked low to him on the approach. He believes that they were losing power on both engines and that they could not maintain altitude or airspeed.

As they approached Runway 2, they just cleared the trees and Michael called out "MAYDAY". The airplane touched down on its main wheels for a minute, but when the nose lowered, it "folded right away".

Michael was asked if he knew why the nose gear collapsed. He responded that maintenance was able to get another 4 or 5 turns on the hand crank and that the landing gear system had a "bad relay" when it was looked at approximately a week later. He stated that maintenance technicians were able to "smack" the relay and it would work again. Michael also commented on the condition of the left engine and stated that the left engine had a heavy coating of oil in the cylinders but stated that the mechanics felt the engine was making power.

-End of Conversation