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Date: November 14, 2024
Subject: ERA24LA360, FAA Statement
Contact: Inspector Davidson, Atlanta FSDO

Inspector Davidson was contacted via email to provide a statement regarding the accident of N686AC.

"Initial assessment of the accident site revealed that the aircraft had experienced an unbalanced hard landing. This was evident by the rubber tire marks left on the runway when the aircraft had initially touched down on the left main landing gear tires, approximately ≈ 44 feet short of the runway threshold. Additionally, at this exact location you can see signature marks on the runway, from the left engine propeller striking the pavement. These characteristics provide evidence that the left main gear collapsed when the aircraft initially touched down on the left landing gear tires. Approximately ≈ 50 feet further from the initial left tire marks you can see where the right gear subsequently touched down and excessive braking was applied, as evidence by the continuous skid marks. From this point, the right main skid marks continue for an additional ≈ 428 feet as the aircraft exits to the left of the runway onto the grassy area. Once the aircraft exits the runway you can see a continuous line of scrape marks and broken landing lights in its path. This is apparent by the left main landing gear and left wing being dragged as the aircraft continued for an additional ≈ 1000 feet, before coming to rest down an embankment in a marshy area.

An inspection of the aircraft revealed substantial damage to both wings, apparent by the crushed leading and trailing edges and buckling of the skin. These types of physical characteristics are associated with internal wing spar and stringer damage. Further examination uncovered extensive damage to both landing gear systems with structural damage at both attach points. The right gear was physically stretched aft ward, likely due to the rough terrain with the aircraft travelling at a high rate of speed. Additionally, the left landing gear down lock mechanism exhibited a clean break, which would account for the left gear collapsing on impact when the

aircraft initially touched down at an excessive vertical rate of decent. The left propeller displayed bend characteristics associated with a propeller making power as it struck a hard surface. This was evident due to the propeller strike marks discovered on the runway when the left gear collapsed."