

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1600L	DATE 10/07/2025
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Owner/operator of N1998X			
SUBJECT Aircraft damage sustained at KSFZ on 10/4/2025			
DIGEST			
, the owner of N1998X, provided information about the event that occurred on Saturday, 10/4/2025, at North Central State Airport (KSFZ). stated that he had closed on the aircraft last week and had just brought it to the field. Saturday was the first day they were operating the aircraft. The aircraft did receive a thorough pre-buy inspection by a maintenance shop that the seller had used before but had not heard of. The aircraft received the ok so they brought it to North Central. It was the second load of jumpers when the issues occurred. The pilot had trouble with the jump door. The door had been checked out by a mechanic and it was deemed airworthy but it was "on the edge." During the flight, the pilot couldn't latch the door once the jumpers exited. The pilot had to hold the door with his right hand so it wouldn't damage the wing. The pilot was getting ready to land and he put in nose-up trim. When he put the trim in, the nose pitched down and he landed on the nose gear. There was no propeller strike and the pilot was able to taxi the aircraft back. noted that afterwards, the mechanic on the field and the pilot noticed that the trim controls were reversed. said the mechanic told him that part of the annual was a full tear down and there were cracks found in the tunnels in the footwell. stated it seems like this was a flight control malfunction and they had taken a video of the reversed trim controls. would send the video and pictures to . He noted that they mostly left the aircraft alone and did not remove any panels. They did take pictures and found evidence that the firewall was buckled. The mechanic on the field found buckling behind the rudder pedals. The shop that did the annual and did the pre-buy inspection asked if they could come check out the aircraft. originally thought it wouldn't be an issue and told them to come but now he feels they shouldn't. (OVR)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 10/07/2025	TITLE Aviation Safety Inspector	SIGNATURE	

(CONT)

██████████ confirmed that the shop should not come to look at the aircraft and asked that he call them to let them know to wait and that the FAA would need to speak with them as the shop that last worked on the aircraft. ██████████ stated he would get in touch with them and let them know.

██████████ was going to review the photos and potentially coordinate with the NTSB and let ██████████ know. A date was set to inspect the aircraft on Friday, 10/10.