

FACTUAL OBSERVATIONS

Aircraft: N7573P

Serial Number: 24-2783

Inspection Date/Time: 03/19/2026 at 0900

Prepared for:

Bradley Gottschalk
Aviation Accident Investigator
National Transportation Safety Board
Eastern Region, Aviation Safety
Desk: (202) 314-6483
Mobile: (202) 834-2293

Attendees:

Mr. Mark France – FAA
Mrs. Leslie Melanson- FAA

Rudder Control System

- Mechanical continuity was verified from the rudder pedals to the rudder assembly.
- The rudder control system moved freely in both directions with no binding or restriction noted.
- Mechanical continuity was also verified from the rudder pedals forward to the nose gear steering linkage up to the point of separation.
- No discrepancies were observed in the accessible upstream rudder control components.

Nose Landing Gear / Steering Linkage

- Both nose gear steering pushrods were observed sheared at the steering collar linkage.
- The separation resulted in a discontinuity between the rudder pedal inputs and the nose wheel steering mechanism.
- The failure was localized at the steering collar interface.
- Upstream linkage components remained intact and continuous up to the point of separation.
- No binding or restriction was noted in the intact portions of the linkage system.

Main Landing Gear

- The left main landing gear remained attached at the time of inspection.
- The left main wheel rotated freely without restriction.
- No flat spots or abnormal tire wear were observed.
- No visible mechanical abnormalities were noted on the accessible portions of the left main landing gear assembly.

Brake System

- Brake system evaluation was conducted on the left main landing gear (only remaining attached wheel).
- The wheel assembly rotated freely when no brake input was applied.
- Application of brake input resulted in immediate stopping of the wheel.
- Upon release of brake input, the wheel returned to free and unrestricted rotation.
- No evidence of binding, sticking, or abnormal brake response was observed during functional checks.

Documentation

- Visual inspection and documentation were conducted at the site of the aircraft.
- Observations were made to the extent accessible given the condition of the aircraft following the incident.

[REDACTED]

Josh Robe

A&P / IA [REDACTED]

RCS Services LLC

APPENDIX A – PHOTOGRAPHIC EVIDENCE

Figure 1: Nose landing gear steering linkage showing sheared pushrods at steering collar interface.



Figure 2: Nose landing gear assembly showing separation and structural damage at the nose gear attachment area.



Figure 3: Left main landing gear assembly observed in the down and locked position; this was the only fully intact landing gear assembly on the aircraft.



Figure 4: Right main landing gear assembly showing structural separation and damage.



Figure 5: Forward fuselage and nose section of the aircraft showing impact-related deformation and damage.



Figure 6: Aircraft manufacturer data plate showing model designation and serial number.

