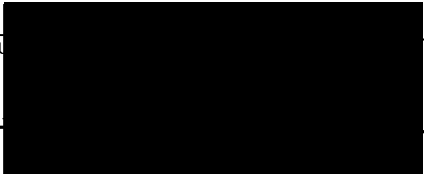


RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1000AM	DATE 5/9/16
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Bob Burke Owner/Operator BMG Aviation Service CE-TR182 N9281R flown by		ROUTING	
Pilot Scott Tate		SYMBOL	INITIALS
SUBJECT Damage sustained to aircraft due to hard landing			
DIGEST 5/9/16 - Investigated report of hard landing. Pilot reported hard landing resulting in damage to the aircraft nose tire, nose wheel nose strut and propeller (prop strike). I examined the aircraft and found the firewall was wrinkled where nose gear box upper corners attach at firewall with creases radiating outward approximately level with top of nose gear box. Pilot reported after take off and gear retracted, Amber up and locked light came on, and the gear warning horn also came on. Pilot extended gear and the amber light and warning horn extinguished and the green down and locked light came on. Pilot cycled landing gear one more time with the same result. Pilot opted to continue flight with gear down and locked. With the assistance of 2 A&P's from BMG Aviation Service, I obtained the aircraft maintenance manual with schematics of the landing gear system. The warning horn takes 3 inputs from the landing gear position relative to throttle position and angle of attack (stall warning) With electrical power turned on we lightly manipulated the AOA sensor in the right wing leading edge and it resulted in audible clicking of relays. SEE NEXT PAGE.... CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 6/9/16	TITLE AVIATION SAFETY INSPECTOR GA	SIGNATURE 	

We did not have resources to fully check the Stall Warning System at that time. Since the pilot statement did not indicate any adverse angle of attack (stall) situation, we moved on to testing the throttle position switch.

We then turned off electrical power and with a digital multimeter set to continuity checks, we tested the throttle position switch. We found an intermittent fault in the switch. With throttle manipulated gently full advance to full retarded the throttle position microswitch located on the throttlebody only opened 3 out of 6 attempts. In the failed condition, this would cause the aircraft to think it was low engine power setting, even though the throttle was set to a higher power setting e.g. takeoff, with landing gear retracted, this would be the source of the horn sounding.

My conclusion, the faulty throttle position microswitch is irrelevant to the landing performed by the pilot at Bloomington Municipal Airport.