



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR19LA098
Aircraft Registration & Make/Model: N5028P; PA-24
Accident Location: Reno, Nevada
Accident Date: March 17, 2019

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Adam Pitching
Mechanic

E-mail correspondence Date & Time; April 11, 2019; 1555 PT

Mr. Pitching inspected the landing gear system at the request of the NTSB IIC. According to his observations, the steering link was bent, but the nose gear steering bellcrank and steering rods were in acceptable condition. The shimmy dampener had resistance despite being an older unit.

Interview #2 Summary

Adam Pitching
Mechanic

E-mail correspondence Date & Time; April 18, 2019; 1848 PT

According to Mr. Pitching, the steering shafts from the pedals to the bellcrank appeared straight and properly connected.



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Interview #1 Summary

Jon Hirsch
Air Safety Investigator, Piper Aircraft

E-mail correspondence Date & Time; April 11, 2019; 1555 PT

According to a representative of the airplane manufacturer, a failure in the truss mount could result in a loss of support to the nose landing gear as the nose landing gear is supported by the truss mount.

Mr. Hirsch stated, “in simple terms, since the NLG is supported by the truss mount, it seems reasonable that a failed truss mount would result in some loss of support to the NLG. However, the number of variables involved (eq. where exactly did the truss mount fail, the severity and direction of the loads on the truss mount both from the engine and the NLG, etc.) make it more difficult to determine the extent to which the NLG might be affected.”



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Interview #1 Summary

Richard Nicolos

Airframe & Powerplant Mechanic, Inspection Authorization

E-mail correspondence Date & Time; March 21, 2019; 1005 PT

Mr. Nicolos reported that his father received the accident airplane in a trade with a customer. The airplane then sat from 1991 to 2010 when the airplane received an annual inspection prior to a flight to Southern California. When the airplane returned to its home airport in the Sacramento, California area, it sat again on the airport ramp from 2011 to 2018. According to Mr. Nicolos recount, he believed the airplane sat on the airport ramp from 1991 and 2010 as well. After the accident pilot purchased the airplane in 2018, Mr. Nicolos serviced it and then the accident pilot flew it for about 10 hours until he satisfied the insurance checkout requirement.