

The Incident Statement

By Gamjae Han

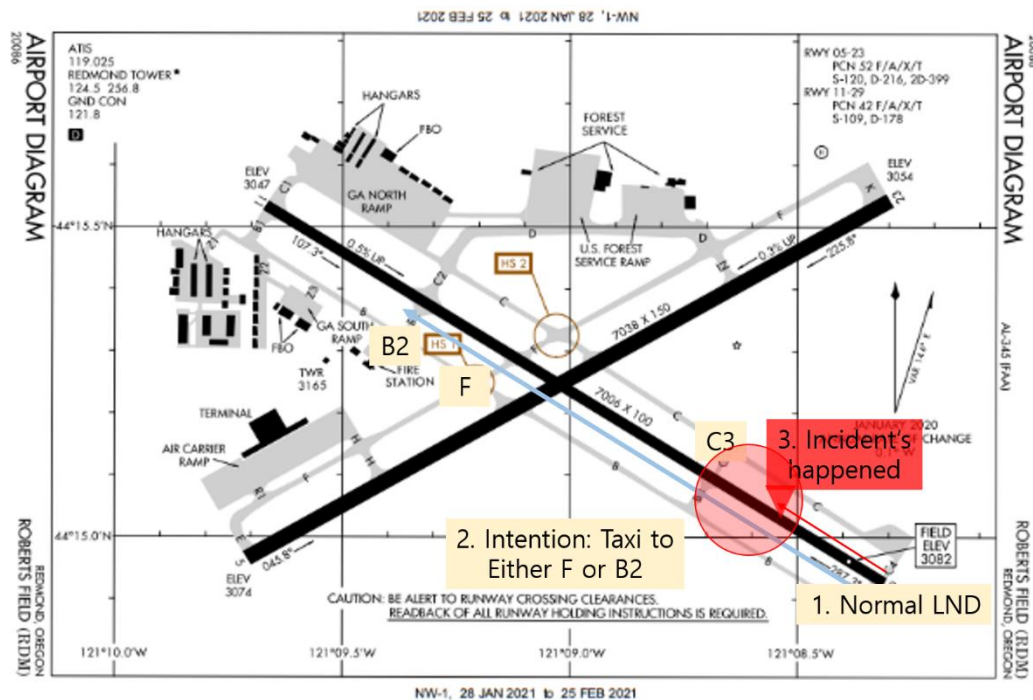
1. Outline

- 1) Location : KRDM
- 2) Date and Time : 13:17~15:14 local time, 2/7/2021
- 3) Lesson: 1.2hrs of Local flight
- 4) Aircraft: N125MG, PA-44
- 5) W/X:
When T/O, info A and wind 29012G20
When LND, info B and wind 27013G17(updated from the TWR)
- 6) Members onboard:
3 members including Gamjae Han, instructor, 2 students
- 7) Incident : The right gear strut was broken during Taxi

2. The phase of flight

- 1) Preflight
 - W/B(Actual) with Fuel: 68gal
RO: 3493.9
T/O: 3477.9
LND: 3309.9
 - Gear: No hydraulic leaks, main gear strut with proper inflation(2.6+- 0.25), No visual damage
 - Brake Disc/Main wheel tire: No visual damage
- 2) Flight Log
 - (a) Normal Take off from RWY29 → short delay for the simulated engine failure over the RWY → Short field T/O
 - (b) North Departure → VFR practice with Rnav 34 @ S33 → Simulated OEI after passing FAF with Zero Thrust
 - (c) Practice Landings @ S33 with 2 Normal LNDs and 1~2 Short field LND
 - (d) South Departure → climb to 6500ft → Practice Maneuvers including VMC and Simulated OEI during Enroute
 - (e) Inbound to KRDM over O'Neil Junction → Right Base, Report 2 Mile → #1, clear to LND RWY29 wind27013G17 → from the 2mile final, made stabilized approach → Final CHK confirmed; airspeed was 80-85kt, longitudinal axis aligned, center line and VSI 500-600FPM

- (f) Normal LND, touch down near/on the thousand foot mark RWY 29 → Taxi → Feeling weirdness on the tire(drag); assuming flat tire → Experiencing yaw to the right side → Stopped between RWY 29 and Taxiway C3 → Contact the TWR to report flat tire and to inform the engine shut down → Check the right side and realized it was not due to flat tire



3. The Statement Summary

After local flight lesson, we were inbound to KRDM for full stop. The wind was 27013G17 at that moment and we had a clearance to land on RWY29. After touch down(no hard landing, no side landing), on the way to taxi expecting to turn either F or B2, we felt some drag at first and experienced yaw to the right side and then finally stopped between RWY29 and Taxiway C3. At first, we thought it was right side flat tire but after shutting down the engine we realized it was tilted to the right side and we had damage of the right side of prop and landing gear strut.