

From:

Subject:

Date:

Notes from Diamond Rep 05-10-2022 visit

Tuesday, May 10, 2022 1:03:03 PM

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Fabian,

Just a recap of our conversation this morning 05/10/2022 ,

05/10/2022 9:30 a.m.

Long Beach Airport Angele Flyers

Persons present: Neil Grant, Diamond Reprehensive (DR)

John Shea Director of maintenance (DOM)

Marcus A. Giordano (FAA)

AST Natali Lopez (FAA)

RE: N822SA Diamond Aircraft

The Diamond field representative, performed a visual inspection of the affected area and was in agreeance that, the landing brace component had failed, but not as a result of poor bonding. The deboning area did show signs of good adhesion and clean break away points. There were no signs of faulty adhesion from the original installation according to the Diamond field REP. Prior to the (DR), the (FAA) inspector performed a coin tap test and visual inspection with a 10X magnification lens. No cracks noted on the left landing gear brace. The field (DR) concurred with the findings of the test and was satisfied with the results. The discussion between the (FAA) and (DR) Field reprehensive had concluded that, after eliminating all other factual components of the inspection, we are only left with the possibility of a hard landing. The aircraft had recently came out of a 100 hour/Annual inspection and show no report of damaged or faulty components relating to the landing gear. It has since flown approximately 35 hours and has had multiple pilots fly this aircraft. The owner had flown the aircraft a week before the gear failure and report a smooth landing without issues. The last pilot reported a text book landings without issues. The aircraft is in compliance with all the latest Service Bulletins and any Advisory Directives that may apply to the landing gear assembly. A conversation via phone, to Fabian Salazar, of the National Transportation Safety Board (NTSB), took place about the aforementioned topics. The (FAA) & (NTSB) have both agreed to release the aircraft back to the owner so he may begin repairs. Based on the facts presented on the conclusion that, a hard landing resulted in the failure of the components and was "not "the failure of the production of the component or its installation. The (FAA) will be contacting its FAST TEAM and have contact with the operator of Angles Fly Academy in regards to training for hard landings and reporting methods. Neil Grant, Diamond representative will be providing a statement of his finding to both the (FAA) and (NTSB).It is of the opinion of the inspectors that further flight logs be investigated to determine if any past pilots had experienced a hard landing and may not have reported it.

Best Regards,

Marcus

Marcus . A. Giordano
Aviation Safety Inspector
Long Beach FSDO

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