

- 1) Skid marks on Runway indicate the brakes were applied and locked up [REDACTED] (see airport picture- departure point)
- 2) Tire marks show the aircraft touched down right of center. (see airport picture- standing centerline)
- 3) Fuselage and left wing have several concentrated areas of skin buckling. (pic #s 0527, 28, 29, 31, 32, 36, 45, 0625, 27).
- 4) Left landing gear folded under belly of aircraft. (pic #0538)
- 5) Left gear leg pushed up in the cockpit floor. (pic #0539, 0572, 0574, 0582, 0602, 0603, 0604)
- 6) Aft Spar buckled in flap cove. (pic #0630)
- 7) Removed access panel just inboard of pitot/static probe. Found that the forward spar was buckled and spar cap was cracked. Additionally, supporting structure ribs were buckled. (pic #s 0631-0636). Re-installed access panel.
- 8) Propeller sustained ground strike/sudden stoppage. One blade cracked. (pic #0547, 0596, 0597)
- 9) "EXPERIMENTAL" Placards located on upper leading edges of left and right flaps. Placards not visible when flaps are retracted. (pic #0524)
- 10) Aircraft Instrument Panel still displaying the previous registration number (N667SR). (pic #0525)
- 11) Current Registration Card and Special Airworthiness Certificate not in aircraft. (Three separate EXPIRED registration cards and Original issued Special Airworthiness Certificate for N667SR located in document pouch). (pic #s 0577 & 0581)
- 12) Operating Limitations not in aircraft.
- 13) Two separate laminated checklists found in aircraft. Both checklists were labeled for N667SR. (pics #0564 & 0584)

OTHER OBSERVATIONS:

Tail Wheel Linkage:

- 1) Jam nut on tail wheel dampner was found to be loose and could be turned with fingers. (pic #0615)
- 2) Forward end of linkage (rod end) attach bolt was tight and safetied, but bolt wobbles in attach point. (pic #0617)

Rudder and Elevator Trim:

- 1) Left and right sides of rudder leading edge skin has holes in it. Upon closer inspection, it was found that screws and nut plates for tail area access panels have chafed into the rudder. (pic #s 0609-0614)
- 2) Securing Jam Nuts for Upper and lower Rudder Attach points were found to be loose and could be rotated by hand. (pic #s 0618-06210)
- 3) Elevator Trim Tab Cable not secured to tab. Pin holding the cable end to the tab found to be backed out of attach point approximately half way with no washer or safety mechanism (cotter pin). (pic #0624)

**Damage observed is considered to be Substantial, elevating this event from an Incident to an Accident. FAA Form 8020-23 has been submitted and will be amended as necessary.