



Kurt Gibson
Aviation Accident Investigator
Office of Aviation Safety, Eastern Region

Date: 12/01/2023

Subject: ERA24LA049

Contact: John Kramer - Pilot

The following is a summary of a phone interview with Mr. Kramer:

Mr. Kramer was asked if the insurance adjuster or a mechanic had performed a damage assessment of the aircraft. Mr. Kramer reported that the insurance adjuster had performed an external evaluation of the damage which consistent with damage to the propeller, nose landing gear doors, the step, both flaps, bottom antennas, and some wrinkling of the fuselage skin. Mr. Kramer reported that there has not been an internal inspection of the fuselage to determine if there was any hidden damage and that he does not believe an internal inspection will be performed until the aircraft is sent out for repair.

Mr. Kramer was asked if he remembers hearing the gear warning horn activate during the landing sequence. He responded that he does not specifically remember hearing the horn and that, at the time, he might have thought it was the stall warning horn as he was expecting to hear the stall warning horn during the landing flare. Mr. Kramer then stated that when he went back out to the airplane after the event, that the gear warning horn was operating when the power was turned on.

#END#