

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 0900 - 1330	DATE 07/10/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Location: 7003 Challenger Ave. Titusville airport 32780 (TIX)			
FAA: Karen Lunde FAA IIC , Robert Melcher ASI Airport Manager: Justin Hopeman,			
Piper: Bob Martellotti, John O'Neil and Kelly Peters			
SUBJECT Assist in Accident Investigation of N89MA			
DIGEST			
Arrived at aircraft location and was briefed by ASI Lunde of the details of the accident. Reviewed copies of ac log entries. Photographed aircraft from all directions. Visible damage consisted of the following:			
1) 4 of the 5 propeller blades severed			
2) Left wing severely damaged, upper & lower skins buckled, leading edge severely damaged, aileron severely damaged.			
3) Left side upper & lower fuselage buckled at wing center section.			
4) Nose gear damaged and distorted, to include nose wheel steering collar sheared off.			
5) Left main gear upper and lower torque links separated (Center bolt bent and missing nut and cotter pin.			
6) Right main gear appears twisted and out of alignment.			
Damage is considered substantial and consistent with the definition of an Aircraft Accident reference 8900.1 Volume 7 Chapter 1 Section 1 and FAA Order 8020-11. Additionally, on site taking photographs were Piper Air Safety Investigators and Representatives.			
The left main landing gear torque links were disassembled in order to photograph. At the original accident scene the TQ links were separated and a temporary bolt and nut was installed in order to tow the aircraft. The original bolt was retained by the TIX airport manager and was missing the nut nut and cotter pin. The bolt was bent it was noted that one torque link bushing were the bolt passes through had a bushing that was cracked.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Conclusion - none			
Action taken - Nose steering collar and Torque link assemblies removed and sent to the NTSB.			
Required - More Information needed as to why so much landing gear work was done on a new aircraft with only 51 hours Time since new including replacing the left main landing gear strut prior to the accident flight.			
DATE 7/10/2020	TITLE Aviation Safety Inspector	SIGNATURE	

Additionally, photographs and mapping of the aircrafts tracking was taken on runway 27. The accident scene was then photographed noting tire patterns and ground impacts.

At conclusion the NTSB IIC was contacted and briefed.