

FSDO received a phone call from aircraft pilot/owner Richard Belon regarding aircraft damage resulting from a hard landing in his aircraft on 7/5/2020.

On 7/6/2020 this inspector traveled to N43 and inspected the aircraft. Right wing was found with obvious substantial damage in the form of right wing twisted and wrinkled at root, and unknown fuselage deformation resulting in restricted rudder movement. In addition to the substantial damage was skin wrinkles in both sides of the fuselage below the doors, and light wrinkling (detectable tactilely but not visually) of the left wing root. Aileron and elevator control was unrestricted and correct. Engine controls were continuous, free and correct.

N106G is a SOCATA TB10. The aircraft departed 58M, Claremont airport in Elkton Maryland on a personal VFR flight to N43 at 2030Z, arriving at N43 Braden Airpark Easton PA at 2112Z. VMC prevailed throughout the flight and arrival.

KXLL 052115Z AUTO 30004KT 10SM CLR 33/12 A2994

KABE 052151Z 27004KT 10SM CLR 33/12 A2992 RMK AO2

During interview pilot stated that he approached runway 36 straight in on an approximately 4 mile final. He stated the “density altitude must have been higher than I expected, it just sank early and hit the runway lip”. He then taxied to his tiedown spot on the airport, noting restricted rudder pedal motion. Upon exiting the aircraft pilots passenger noted wing deformation. Pilot stated there was no problems or malfunctions in the aircraft or engine, he just landed short and struck the runway lip with the main gear. Pilot stated that he usually completes the approach to this runway at about 65K at the numbers, and tries to land as short as possible to minimize taxi time to his tiedown. Spot.

Maintenance record survey revealed current annual inspection. Pilot had appropriate pilot certificate in his possession, but could not locate his medical. SPAS records show medical was current.

Requested pilot statement and copy of BFR from owner.