

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 03/25/2024

Subject: ERA24LA146

Contact: **Brian Bihler, Operations, FAA AGC FSDO**
Gary Ankney, Airworthiness, FAA AGC FSDO

Mr. Bihler and Mr. Ankney were interviewed via telephone conference provided by Mr. Bihler.

Mr. Ankney stated that in addition to left flap and left main landing gear separation, the left aileron was bent and the right elevator sustained frame damage.

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Mr. Ankney was interviewed via telephone. I advised Mr. Ankney that the student pilot/owner subsequently has a different theory of the sequence of events, with the left main landing gear separating during the first touchdown/bounce on the runway and remaining attached via a brake hose to the runway sign at the right of the runway.

Mr. Ankney stated that the ground scars in the grass, prior to the runway sign, were consistent with the nosegear tire going flat during the first bounce on the runway, as white nosegear fork marks were in the grass. Additionally, there were two main landing gear skids in the grass, consistent with the nose of the airplane canted right of runway centerline, as the airplane traveled off the runway to the right, through the grass, and striking a runway sign. The right cant would have resulted in a sideload on the landing gear, prior to it striking the runway sign and the left main landing gear finally separating. He added that a brake hose would not be able to support the weight of a separated main landing gear, to carry it from the runway, through the grass, and finally to collide with the runway sign.