



## INTERVIEW SUMMARY

**Elliott Simpson**  
**Aviation Accident Investigator**  
**Western Pacific Region**

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**Accident Date: September 20, 2017**  
**Person Contacted: Munther Massarweh** [REDACTED]  
**NTSB Accident Number: WPR17LA210**  
**Registration Number: N7330E**

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### **Narrative:**

During a telephone conversation on September 20 Mr. Massarweh stated the following:

He is the owner of the airplane, and this was the first flight since purchase.

His plan was to get checked out in the airplane, with the CFI providing instruction from the right seat.

They flew together in the pattern, after an uneventful departure. Mr. Massarweh was manipulating the controls throughout the entire flight and reported that he was pilot-in-command. His intention was to perform a flight in the traffic pattern and then perform a touch-and-go.

During the landing approach, the CFI stated that he wanted to demonstrate how he operated the landing gear, and he proceeded to use the landing gear control. The CFI then called that the gear was down. Mr. Massarweh looked in the mirrors, and confirmed as such, but did not definitively recall looking for, or seeing, the green gear light.

Touchdown was at about 75 knots and seemed smooth and normal. Shortly after landing, the airplane began to shake, and then after traveling about 100 ft, veer left. He pulled back on the yoke, and immediately applied right rudder and could see the CFI was doing the same. The airplane then dropped onto its belly.

He could not recall if anyone touched the gear handle after landing. Mike David, the mechanic, was first into the cabin, and did take photos, but he was not sure if he manipulated any controls.



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**Accident Date September 20, 2017**  
**Person Contacted: James Hultberg**  
**NTSB Accident Number: WPR17LA210**  
**Registration Number: N7330E**

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### **Narrative:**

During a telephone conversation on September 20 and 21, 2017, Mr. Hultberg stated the following:

He was picking up an airplane from Executive Autopilot at Sacramento Executive Airport, and was approached by owner Mike David, who introduced him to Munther Massarweh. Mr. David explained that Mr. Massarweh had just purchased N7330E from him (Mr. David), and he asked Mr. Hultberg if he would fly with Mr. Massarweh on a short flight, as he had not flown the airplane before. Mr. Hultberg was initially hesitant because he was busy with several students the following day and was concerned about fitting in the flight. Mr. Hultberg asked if Mr. Massarweh was qualified to fly the airplane and Mr. David responded that yes, Mr. Massarweh is a private pilot with complex and high-performance endorsements. Mr. Hultberg asked why he would be needed for the flight and Mr. David stated that he just wanted someone to observe Mr. Massarweh putting the gear down, which Mr. Hultberg found odd, but eventually agreed to do, with the understanding that he would not be providing flight instruction, but rather act as an observer. Mr. David again repeatedly told him to check the landing gear and make sure it was down for landing.

As Mr. Hultberg and Mr. Massarweh settled into their seats, Mr. Hultberg stated that Mr. Massarweh would be PIC and that Mr. Hultberg would just read the checklist off for him. The takeoff was uneventful, and during the climbout Mr. Massarweh did not retract the gear after a positive rate of climb had been established. Mr. Hultberg prompted, and Mr. Massarweh then attempted but was unable to lift the gear selector handle. Mr. Hultberg motioned that he needed to pull the handle out, then lift it up, and Mr. Massarweh then did so successfully.

They began a right crosswind traffic pattern, and on downwind, he suggested to Mr. Massarweh that he typically likes to extend the gear on downwind to give the airplane time to get established. But reminded him that he is the PIC and should use whatever procedure he is familiar with. Mr. Massarweh stated, that he would lower, and then lowered the landing gear handle, and the gear came down. Mr. Massarweh visually confirmed the left gear was down using the mirror, and announced the green gear

light had illuminated. Mr. Hultberg also saw the landing gear down in both mirrors and the green light was illuminated. Mr. Hultberg stated gear appeared to be down and locked.

Mr. Hultberg visually confirmed the gear position again just before turning final, and again on final approach at 400 ft agl, while simultaneously asking Mr. Massarweh to also confirm gear down and locked.

As they approached the runway, Mr. Massarweh initiated the flare slightly higher than normal coincident to the stall warning horn sounding. Mr. Hultberg suggested that he increase engine power. The landing was a little hard, but not atypical compared to private pilot's he had flown with, and certainly not hard enough for him to suspect airframe damage.

During the landing roll, he had a sensation that something on the left side of the airplane was not right, as they began to veer to the left. They began to depart the runway, and for the first time during the entire flight, Mr. Hultberg grabbed the controls and applied right aileron and rudder and right brake. The airplane did not respond, and Mr. Hultberg realized the landing gear collapsed.

They both egressed the airplane, which had come to rest tilted on its left side. Mr. David was one of the first to arrive on scene, and immediately stated he wanted Mr. Hultberg to make sure the gear was down and locked. Mr. David proceeded to enter the cabin and turned on the master switch and moved the gear handle, which Mr. David stated was slightly bent to the right and stated that something isn't right with the gear handle inter mechanical workings. Airport operations and fire crew arrived, Mr. Hultberg observed several people reaching into the cabin and then became concerned that evidence would be lost, he then stated out loud that no one should be in the cabin. As the crane crew lifted the plane he observed what appeared to be hydraulic oil leaking from the firewall area onto the extended front nose gear.

Mr. Hultberg stated that he is familiar with the gear selector handle operation, and did not recall specifically if the gear handle had rebounded back to the down and neutral position after the gear had extended, but he did confirm on multiple occasions the green light was on, and the gear was visible through the mirror. He could not explain why the gear handle was in the full down, "transition" position when a photo was taken, but did not have confidence that this was the actual landing position because Mr. David and multiple others had been in the airplane after the accident.

After the accident, he became suspicious as to why Mr. David had made multiple requests that he confirm the gear was down and locked, and he approached Mr. David with this concern. He stated that he had previously conducted contract work for Mr. David, but he had stopped after growing concern for Mr. David's business practices.

Mr. Hultberg had no prior experience flying the Cessna 210.



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**Accident Date September 20, 2017**  
**Person Contacted: Joseph Mitchell FAA Sacramento FSDO**  
**NTSB Accident Number: WPR17LA210**  
**Registration Number: N7330E**

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### **Narrative:**

Mr. Mitchell performed the landing gear examination and test.

The airplane was mounted on jack stands and examined. No mechanical anomalies were observed to the landing gear system, beyond damage to the gear doors. The gear was successfully extended and retracted four times utilizing the gear handle, and both the red and green gear position lights illuminated appropriately.

Confirmation was made that with gear down, and handle in operating position, the handle would pop back to the neutral position once the gear had transitioned.

With the gear in the down and locked position, he attempted to rock the gear legs, and induce a gear collapse. The gear stayed in place.

He verified that the saddle clamp service letter had been complied with.

Did not see any indication of leak to the hydraulic reservoir/pump but noted that the design was such that the fluid could leak when the airplane was not level.

Utilized a "mule" to provide hydraulic pressure, because the engine could not be safely operated.

He confirmed with the mechanic, Mr. David, that the airplane had not been interfered with since it was removed from the runway.

Mr. Mitchell conjectured that the doors must have been in transition during the ground collision, because the doors were open.



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### **Narrative:**

In an email dated February 23, 2018, Mr. David stated the following:

Hi Elliot,

Thanks for the email, Michelle Miller has been the mechanic on this airplane while it was owned by the previous owner Bob Amrel, the aircraft was purchased by one of my customers that was onboard of the aircraft with James the CFI to basically make sure that the new owner is comfortable with the airplane, we (I) my shop do only avionics works on aircraft (s) the airplane was still in an annual in fact the day of the accident, the FAA went thru the entire history of the logs in my office ,and found no discrepancy. Prior to the day of this incident . The airplane has never had any gear issues whatsoever. James has flown multiple aircraft(s) for me to ferry customers or deliver airplanes to their owners . The day of the incident, I had brought to James attention and the new owner that since I have glowing the airplane multiple times , and the uniqueness of the gear systems , is to make sure to use the proper procedure to extend the gear, and to make sure that the gear handle goes back to center once the gear is extended . And that you have a green light . When I arrived on the seeing, first thing I looked at was where is the gear handle was positioned. And what I found is that the gear handle was still in transition mode, meaning that it was down but had not popped back up to center position to show the green light that the gear is down and locked . Shortly after we lifted the aircraft with the hoist , I turned power on the airplane and the gear finished its cycle and the handle went to center and the green light came on . We taxied the aircraft to the shop and got it on jacks so the FAA can come over and inspect the system , but they could not get it to fail after multiple attempts and test putting heavy pressure on the landing gear system .. !

Hope this email finds you well .

Respectfully

Mike D