



RECORD OF CONVERSATION

Timothy W. Monville
Air Safety Investigator
Eastern Region

Date: December 9, 2011
Person Contacted: Jeff Bailey
NTSB Accident Number: ERA10LA478

Narrative:

A voice mail message was left on Mr. Bailey's cell phone on September 21, 2010, at 1323 EDT. The cell phone number was (-----). He returned the call the same day at 1342 EDT.

Mr. Bailey provided an e-mail address of -----, his pilot certificate number of -----, and advised that he has an airline transport pilot certificate with airplane single and multi-engine land ratings. He has a type rating in a Cessna 560XL, and Learjet 35. He held a certified flight instructor certificate but it is expired. His last first class medical was dated November 24, 1009, and has a limitation to wear lenses, which he was wearing.

The airplane is owned by a family, and he is a contract employee for the owner (Get Me There LLC).

The second pilot (John D. Tucker) is also a contract pilot for the owner. Mr. Tucker's cell phone number is (-----) and his home phone number is (-----). His home address is -----, -----, Erlanger, KY -----.

Mr. Bailey advised that the accident occurred on September 12, 2010, at 1530 EDT. The airplane had been in for maintenance for an annual, 1 year, and 2 year inspections. Additionally, the paint was refurbished, and the avionics cooling fan was replaced which he thought required removal of the nose landing gear squat connection. During the inspections, landing gear retraction and extension tests were performed. No other work other to the landing gear other than visual inspection was performed.

The morning of the accident they found delamination of the left elevator flight control surface, which required removal and replacement of the left elevator. Because of the elevator replacement, the airplane needed to be test flown around the traffic pattern.

He stated that a preflight inspection of the airplane was performed while it was in the hangar using a checklist made by Avant Air; he performed the walk around. When asked about the landing gear strut extensions he reported all looked standard and nothing unusual was noted. He checked the landing gear rotary test switch for 3 green, 3 red, and the landing gear warning horn; the landing gear selector handle was in the down position based on his memory. He couldn't recall checking the electro-mechanical landing gear selector handle and could not confirm it was in the down position at the start of his preflight inspection.

The weather conditions at the time consisted of 4,000 to 5,000 foot scattered clouds, with a 10 knot quartering headwind.

With respect to the landing gear retraction and extension, the second pilot would move the landing gear selector handle.

They were using runway 35R, and had the flaps set to the "mid" position. Takeoff power was applied and the second pilot announced that the airspeed was alive. He disengaged the steering, and rotated at 100 knots. During rotation with the nose landing gear off the runway but the left and right main landing gear on the runway, he heard a sound consistent with a tire burst/pop. The airplane felt, "a little soft", and he reported the flight controls felt funny. He recalled how the left elevator was replaced and aborted the takeoff. He set the nose landing gear onto the runway and as the airplane settled the airplane was lower than normal. He heard a scraping sound from the aft fuselage, and the airplane slid for an estimated 1,000 feet. Smoke filled the cabin, and he advised the second pilot to exit the airplane. The tower was informed they had a gear-up landing, and they exited the airplane. When exiting the airplane he thought the airplane was on fire because it was full of thick smoke. Once the second pilot was out of the airplane he did not touch any switches. He reported that the landing gear had completely retracted. He looked into the cockpit and noticed that the landing gear selector was sideways but he reported it was not like that during his preflight inspection. He could not tell if the landing gear selector was in the up or down position. He reported that he did not command/announce the landing gear to be retracted.

A person by the name of James Rue recovered the airplane and said that during that time noticed the landing gear selector was in the up position. The airplane was raised from the runway, and at that time he noticed the right main landing gear tire was blown. Both main landing gear tires showed skidding on the tread. Jeff took pictures once the airplane was raised.

He further stated that he did recall hearing it during his check of the rotary switch during the preflight inspection, but did not recall hearing the gear unsafe warning horn at any other point.

The digest was reviewed with him during the phone call and he agreed with the content.



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Narrative:

Mr. Rue was contacted by phone on September 22, 2010, at 1315 EDT. He was contacted at his cell phone number of (----- ------).

Mr. Rue advised he is the Director of Maintenance (DOM) for Avant Air. He provided an e-mail address of -----.

He along with Joseph Spielman (Director of Quality), a Piaggio engineer (Dave Duncan), and Mark Parrillo helped recover the airplane. Jim was on an emergency response team for Avant Air. He took pictures of the cockpit from the doorway, and saw the landing gear selector handle in the up position, but a piece of plastic was horizontal.

They raised the airplane from the runway, and leaving the landing gear selector handle in the as-found position, pumped the gear down manually. Three green lights for the landing gear were displayed. The battery was disconnected, and the airplane was towed to the ramp and put inside a hangar.

Two FAA inspectors (Robert Blake and Brian Humphreys) inspected the airplane on September 13, 2010. They took pictures of the cockpit. While in the maintenance hangar, multiple gear swings were performed; nothing unusual with the landing gear was noted. All indications for the landing gear were normal. The rotary switch tested OK. The right main landing gear tire had a hole and was flat spotted on the inboard sidewall to the middle of the tread, and the left main landing gear was also flat spotted on the inboard sidewall to the middle of the tread.

The PIC told Jim that at rotation, he heard a loud sound and aborted the takeoff.

Jim was asked if the airplane was equipped with a cockpit voice recorder and he said yes.

The digest was reviewed with him during the phone call and he agreed with the content.