



RECORD OF CONVERSATION

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: October 28, 2021
Person Contacted: James Christopher (pilot)
NTSB Accident Number: ERA22LA005

Narrative:

The following is a summary of a conversation that occurred with the individual named above and his attorney, Mr. John Hodge:

Mr. Christopher and his attorney, Mr. John Hodge, called into a video meeting at 1100EDT on October 28, 2021.

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; and I confirmed that he was agreeing to the interview with representation.

I asked if Mr. Christopher would share the information about his accident with me and include the questions I had posed via email.

Q: Did you have any gear unsafe indications or anomalies when you were taxiing your airplane in Myrtle Beach prior to your return flight?

A: When he landed at MYR, the gear unsafe horn intermittently sounded several times while he was taxiing. He shut the airplane down, left for some appointments, returned, started the engine, and heard the gear unsafe horn again. He had a similar issue last December 2020. At that time, the "horn was chirping," and his mechanic, Frank Schumpert, thought that it was perhaps a microswitch; however, he was unable to repeat the problem and there had been no problems since then. He added that the airplane had an annual inspection just 2 weeks before the accident flight and the gear was tested at that time.

When the gear chirped again before the accident flight, Mr. Christopher thought it was the same issue again. He called his mechanic and checked the fluid in the hydraulic reservoir and circuit breakers. Everything looked good. His mechanic suggested that it was perhaps the microswitch again.

Mr. Christopher started the engine and taxied out to the runway with no abnormal indications, which confirmed his thinking that this was a transient problem and the same thing that had happened in December 2020. He took

off with no problem, raised gear normally, flew, and lowered the gear normally. He stated that in a Cessna210, until you pull the power back below a certain level you don't get the gear unsafe chirp, and when he pulled the power back to that level, he heard the gear unsafe chirp twice. He looked at his instrument panel and the green "gear safe" light was illuminated. He also performed a visual check and confirmed that the landing gear was down. He figured that this was the same thing that happened before and that the microswitch was failing. He landed the airplane and the gear collapsed. The airplane departed the runway and impacted a ditch.

Q: During your flight home from Myrtle Beach, did you get any gear unsafe indications at any time during the flight? What sorts of indications?

A: No. The gear worked fine during both the gear retraction and gear extension during this flight.

Q: What checklists did you use as you approached CUB?

A: He ran his normal checklist.

Q: Is there a special checklist for a gear unsafe indication?

A: There is a manual extension checklist but he did not use it because he had his green light and he figured this was the microswitch problem again, especially after he did a visual check and noted the green light.

The digest was e-mailed to him and his attorney for review on October 28, 2021. He replied on October 28 and 29, 2021, with comments that were incorporated into the narrative. The corrected digest was e-mailed to both on October 29, 2021.