

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN21LA323

RECORD OF CONVERSATION

George Martin Cole, Pilot

July 19, 2021

Interviewee: George Martin Cole (Pilot)
Date/Time: July 19, 2021 / 0900 CDT
Location: Telephone Call
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

Mr. Cole reported that he departed Mustang Beach Airport (RAS), Port Aransas, Texas, on runway 12 because the winds were about 10 knots from the southeast. After takeoff, he contacted air traffic control (ATC) to obtain his instrument flight rules (IFR) clearance to Addison Airport (ADS), Addison, Texas.

While climbing through 2,000 ft mean sea level, Mr. Cole and his passenger began to smell an odor in the cabin and eventually saw smoke emanate from the center control console. Mr. Cole stated that at that time he did not know the source of the smoke, declared an emergency with the air traffic controller, and asked to land at the nearest airport. The air traffic controller told the Mr. Cole the location of Rooke Field Airport (RFG), Refugio, Texas, and cleared him to descend.

As the airplane approached RFG, Mr. Cole was unable to extend the landing gear using the landing gear hydraulic power pack. He concluded that the source of the odor and smoke was likely from a hydraulic power pack motor failure and proceeded to extend the landing gear using the emergency landing gear extension procedure. However, after numerous pumps, the green (landing gear down and locked) position indicator did not illuminate on the instrument panel. Mr. Cole reported that both main landing gear were extended and, as such, he concluded that the nose landing gear was likely not fully extended. He decided to continue with the approach to the runway with the flaps partially extended.

Mr. Cole reported that airplane landed on the runway centerline and that he kept the nose landing gear off the runway as long as possible, but when the nose gear contacted the runway the airplane veered right and off the runway. The airplane then continued to roll and skid several hundred feet until it nosed over.