



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: April 13, 2017
Person Contacted: Doug Hutson, Pilot
NTSB Accident Number: ERA17LA151

Narrative:

Telecon with the pilot. Very gusty conditions while approaching the airport. Was originally set up to land on runway 26 (FTY) but the winds were erratic and shifting, so he switched to runway 32 after the controller (ATC) offered it because of the winds.

While on approach on about a 400 ft short final, maybe a mile, mile and a half out to runway 32, another airplane was cleared onto the runway directly in front of him. It appeared to be a multiengine airplane and he was not happy because it was at a time when the winds were very strong, it was bumpy, and he was preparing to do his pre landing checklists, which consisted of fuel, flaps, gear, airspeed.

By ATC clearing the other airplane onto the runway during this time was a big distraction and it focused his attention to possibly doing a go-around instead. He was not happy at all. If he did a go-around, there were obstacles he would have had to avoid; it was not going to be an easy go around.

During short final, he thought he put the gear down, but he doesn't remember doing his normal call outs or looking down to confirm fuel, flaps and gear, but to the best of his knowledge he put the gear down, but he was focused on flying the airplane.

He continued the approach as the other airplane departed and very quickly after, he was over the runway and in the flare, when he felt the airplane settle more than it normally does, maybe due to wind shear. He attempted to pull up, but the airplane continued to settle onto the runway firmly.

He heard what sounded like "tires screeching" followed by the belly scraping along the runway. When the airplane came to a stop, the pilot reported that the landing gear handle was in the down position and the circuit breaker was in the off position. He thinks the wind and any side loads may have caused the landing gear to collapse. He does not remember gear lights or confirming the gear was down and locked.

[END]