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Peter Kandravi

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Mr Kandravi,

13 September, 2019 began as a normal day. Jeff Wittenbrader and myself left our hotel and arrived at the airport to continue flights into the Bahamas for relief efforts due to Hurricane Dorian. I was on board the aircraft as a passenger and also offer advise to Jeff with the international flight planning & execution, clearing customs on both ends of the trip, and share my experience in International Flight operations with him. We were returning from our last trip for the day, clearing customs at Fort Pierce, Florida and then flying our final VFR leg back to Sebring.

The whole incident happened very fast. As I reflect back on that night, I recall seeing a hangar open that is usually closed at 7pm. Being distracted by that, I wasn't paying close attention to anyones actions in the cockpit, including my own. Not being familiar with the Baron configuration, and trying to assist Jeff without his asking, it is possible that for a split-second, I raised the gear handle thinking it was the flap handle, realizing it was a mistake, and then lowering it again. The fact that it collapsed is confusing, because I clearly recall seeing 3 green locked indications on the roll-out and thinking to myself, "This was a good day. Let's get this plane loaded for the next day, and head to the hotel." Then nose gear folded, followed by a loud scrapping noise, and the aircraft began to drift left as the left wing dropped, followed by the right wing. The aircraft came to rest on the left side of the runway, partially on the grass. Jeff shut the plane down, we quickly exited the plane, and then checked for personal injuries. No injuries occurred to either one of us, security was called to execute the aircraft incident plan, and the appropriate agencies/people were notified.

Respectfully,

[REDACTED]
Chris Holaday