



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Inspector Statement
Of
Mark Fayerman
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On November 9 2019, at approximately 10:30am est. pilot Charles Lindsey was preparing for take-off from Griffin Airport (6A2). Mr. Lindsay had the Colwell family on board for a patient appreciation day. As they were taking off on runway 14, at approximately 70kts the landing gear retracted. The aircraft slid on its belly until it came to rest further down the runway, half in the grass and half on the runway. The pilot shut off the fuel, master switch, and both mags. The Colwell family and the pilot evacuated the aircraft with no injuries. They moved away from the airplane in case of fire. The aircraft did not catch fire. 911 was called and the police and fire department arrived on scene. The FAA Regional Operation Center (ROC) was called. The ROC contacted me and patched me through to Mr. Lindsay. I spoke with Mr. Lindsay instructed him to take pictures of the aircraft as it sits then gave him the okay to clear the aircraft from the runway. Mr. Lindsay went back and looked in the cockpit and noticed the gear handle selected in the up position. Scott Collins and the Team at Precision Avionics Specialties were called to recover the aircraft. They raised the airplane with a crane and straps, then power was put on the aircraft, and the gear handle was selected down. The aircraft landing gear came down, then the airplane was lowered on its gear, and towed to Precision Avionics ramp.

On November 12, 2019, I arrived at Precision Avionics Specialties; they had the airplane on their ramp and the logbooks in their office. I have reviewed the logbooks, and found the airplane's inspections status was up to date. I took pictures of the aircraft and saw there was substantial damage to the aircraft belly. Scott Collins of Precision thought that the gear switch was bumped when passengers were climbing in or out of the airplane. Aircraft records showed the gear handle changed approximately 2 years earlier. I contacted the pilot/aircraft owner Mr. Lindsay, and arranged to meet him at his dental office. I discussed the accident with Mr. Lindsay and took a copy of his pilot's license and medical.

On November 14, 2019, I went back to Griffin Airport and inspected the aircraft again. I looked at the firewall and engine mounts on both engines and did not see any visible damage. I also received the pilot's statement via email. It was as we discussed.

On December 3, 2019, I spoke with the NTSB investigator assigned to the accident. We discussed the possibility of the gear handle being faulty. The pilot mentioned it in his report as a previous squawk. I ran query in the SDR database to see if there had been similar reports. I could not find any similar reports of the gear handle going back up uncommented. We called the Precision Avionics Specialties to arrange to test the gear handle, and see if there was a mechanical failure.

On December 4, 2019, I returned to Griffin Airport and met with Precision Avionics Specialties, to test the landing gear handle. The landing gear handle operated normally and did not retract un-commanded. The evidence shows the gear handle was inadvertently selected to the up position prior to take-off, either by a passenger bumping it accidentally or the pilot selecting it up instead of the flap switch. The pilot did not scan the instrument panel to see if the gear handle was in the down position prior to take off. As the airplane approached 70kts and crested the small hill on the runway the weight on the wheels became light and the squat switch opened, causing the gear to retract.

