



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: December 3, 2019
Person Contacted: Pilot/Operator Mr. Charles Lindsey
NTSB Accident Number: ERA20LA035

Telephone conversation with the pilot/operator to discuss the facts and circumstances around the accident.

Narrative: It was patient appreciation day and he was flying multiple flights with patients and their families. The individual flights were relatively short but there were lots of people, so it was going to be an entire day of flying. Several flights were conducted that day without incident. He believes it was the fifth or sixth flight that day.

On the accident flight, the family boarded. The father was in the front passenger seat. The mother and children occupied the middle and last rows. The airplane has six seats. He believes it is possible that one of the passengers, when they were getting into their seat, may have accidentally kicked or moved the landing gear handle out of the detent, although he cannot confirm it.

The landing gear handle had undergone some maintenance work for a loose connection in the past, but it was a couple of years ago. He explained the details of the issue- The landing gear handle did not feel tight; it was a little loose, and he had to hold it down for landing once. He had the issue immediately fixed. There have been no problems with the system since the repair was made back in 2018. There were no issues with the landing gear system on the day of the accident. It was working fine.

The runway at Griffin airport is bumpy and has a slight hill. If the gear handle were disengaged, it is possible it could come up during a bump when the airplane gets light on the gear. The gear came up about a third of the way down the runway during the takeoff roll. The Baron has a squat switch on the gear to prevent retraction on the ground.

There is no landing gear handle checklist item for the pre-takeoff checklist, but he is positive he did not raise the gear early and thinks maybe there should be a checklist item.

He will send the maintenance records, his accident report and any other documentation as requested. [END]