



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: May 21, 2020
Person Contacted: Pilot: Mr. Raymond B. Morgan
NTSB Accident Number: ERA20LA192

RE: Phone call with the pilot to discuss the events surrounding the accident.

Narrative:

They were on the way from Knoxville to Hilton Head (SC) on an IFR flight plan. The other passenger was a pilot, but he was not a crew member and not flying; he was just along for the ride.

They took off from runway 23 and after liftoff and a positive climb rate, he put the landing gear handle in the up position and immediately got a red, gear unsafe light and it remained on.

Elected to do a low pass past the control tower and asked them (controller) to look at the gear and report if they were down. He put the landing gear handle in the down position and the red light stayed on; he did a low approach.

The controller said it looked like the nose landing gear wasn't down all the way, but the mains appeared to be down.

The flew around the pattern and ran the unsafe gear checklist, turned the handle on the floor and started to pump. He pumped but the pressure on the handle prevented any pumping. There was too much resistance, it would not budge, so he thought the gear was down at that point, but there was no green light, only the red light was on.

He performed another low approach, but the tower reported that the gear looked the same, so he did a visual approach to landing with flaps.

After touching down, he could feel the airplane start to settle. He felt the gear collapsing. All the gear was collapsing at once, so he shut down the engines as quickly as possible to prevent additional damage, but the airplane struck the runway and skidded to a stop near a taxiway.

[END]