



RECORD OF INTERVIEW

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Office of Aviation Safety - Eastern Region

Date: 3/8/2021 @ 1500 EDT
Person Interviewed- Robert Kempton – Pilot/Owner
NTSB Case Number: ERA21LA146

Narrative:

Mr. Robert Kempton was interviewed by telephone.

Robert stated that earlier in the day of February 20, 2021, he flew down from Greenville, South Carolina (GMU) to Bartow Florida (BOW), to attend a memorial service. He dropped his airplane off at Aircraft Engineering for an oil change while he was at the memorial. Around 4pm he was going to depart back to GMU. Once he departed, going through 5000 ft, he heard a “clicking” sound every minute or so. Soon after first hearing the click, he noticed it occurred simultaneously with a pegging of the analog oil temp and oil pressure gauges to the right and a pegging of the amp meter to the left to full discharge. He checked the circuit breakers and fuses for anything popped but couldn’t find anything to attribute the problem to. By this time he was level at 14,000 over Gainesville Florida. He decided that rather to continue to the mountains at night with a possible problem, he would return to the repair facility. He requested directed BOW from JAX center and told them he had a possible electrical problem. During the return the click subsided. He dropped the Landing gear, then flaps and speed brakes. He looked out the window to check the gear was down but did not look at the green down and locked light on the instrument panel. On short final and over the numbers everything was normal. Wind was a crosswind from the left. As he flared he kept the left wing low and touched down first with the left main then the nose wheel, at which time the tail seemed to fall out from under me. The plane leaned to the left and continued in a straight path to a stop. He pulled the mixture, shut the master and mags and crawled out under the low left wing. He immediately saw a ground crew on the way. He did a walk around to see the nose gear properly in place and the two rear gear collapsed under the plane.

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