



MEMORANDUM FOR RECORD

Pilot Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: March 8, 2021
Person Contacted: Sergey Goncharov (Pilot)
Contact # [REDACTED]
NTSB Accident Number: ERA21LA147

Narrative:

The following is a summary of a conversation that occurred with the individual named above:

Mr. Goncharov was contacted by phone on March 8, 2021, at 1600 EST. He was called at [REDACTED]. He provided an e-mail address of [REDACTED].

Mr. Goncharov stated that he was a flight instructor and was going to North Carolina to pick up another employee of his company (Beta Technologies), who he was bringing back up to Vermont; however, it was not a business or an instructional flight. He filed an IFR flight plan and stated that it was lovely weather. He departed and levelled off at his cruise altitude of 10,000 ft MSL and "everything was normal." He stated that the first indication that something was not right was a "hum" that he started to hear. He started to investigate the sound, which eventually became a loud "buzzing noise." He stated that the engine gauges were all green and the yellow gear transition light was not illuminated. He could not get the noise to go away and he started to smell electrical fumes. He decided to divert and land, started his descent, noticed smoke in the cabin, and informed the air traffic controller. He selected Fulton County Airport (NY0) as the nearest suitable airport. Upon reaching about 3,000 ft MSL, he lowered the landing gear and selected approach flaps. He stated that he could hear the hydraulic pump run and on downwind, he performed his "GUMPS check" and turned to final approach for runway 28. He visually verified that gear was down but did not check to see that the gear status light was green. When he touched down, the main landing gear folded underneath the airplane. He stated that the hydraulic pump had failed. I asked him how he knew this and he stated that on March 5, he and Luke Randall, an A & P mechanic from his company did a walk-around to assess the damage to the airplane, and they noted that a hose near the hydraulic pump was partially melted, as was other plastic around the hydraulic pump. They proceeded to remove some of the melted plastic and the hydraulic pump. He also noted that the circuit breaker for the hydraulic pump had popped. I informed Mr. Goncharov that the NTSB had not yet examined or released the airplane and that his actions were contrary to regulation and his responsibility to preserve wreckage. I requested that Mr. Goncharov send photos of the hydraulic pump and advised him that I would be back in touch with him and that under no circumstances should he touch the airplane or hydraulic pump.

STATE OF NEW YORK
COUNTY OF FULTON
TOWN OF JOHNSTOWN

Supporting Deposition

COPY

DATE: Tuesday, March 2, 2021

TIME: 09:23 AM

LOCATION: Fulton County Sheriff's Office – Booking Room

I, **Sergey Goncharov**, duly sworn, depose and say, that I am 30 years of age, having been born on [REDACTED] 1990 and I was born in Kazakhstan. I am offering this statement to **Investigator L. A. Foard** of the Fulton County Sheriff's Office of my own free will without threats or promise of favor.

This is a question and answer supporting deposition with Investigator L. A. Foard asking the questions and Sergey Goncharov providing the answering.

IF: Why are you here today?

SG: Because of an aircraft incident.

IF: Tell me about the incident.

SG: I was in cruise flight at 10,000 feet on my way to KHNZ in North Carolina from KBTB in Vermont. Along the way I started hearing an unfamiliar buzzing or humming sound coming from somewhere in the aircraft. I immediately knew something wasn't right and tried to figure it out. I started switching the AC to different settings, the defroster, and cabin heat to see if that helped. At this point I started smelling something that smelled like burning. I knew at that point that something was wrong, probably with the electronics or pump. Then the buzz started getting louder. I checked my gauges and everything was in the green so I knew the engine was not the problem. At this point I started looking for an airport to divert to. I asked ATC to divert me to an airport in front of me, I specifically asked for N66. In the meantime I started to descend and the buzz got even louder. Shortly after I that smoke started to fill the cabin and the buzz stopped. I then opened a window to try and get some air in the cabin. I then asked to divert to NY0, the Fulton County Airport, because it was only about 10 miles away. I kept descending and I canceled my IFR clearance. I could now see the airport and started going through my usual pre-landing process. I put my gear lever down at about 1700-1800 feet and entered the downwind at about 1700 feet. I put 10 degrees and 20 degrees of flaps in and tried to hold at around 90 knots. I turned for final and got lined up with the favorable wind runway, runway 28. I started running through my checks, GUMPS as I call them. Gas was good. Undercarriage was good, I selected gear down and even though it was smoky in the cabin and I couldn't see the dash lights perfectly I was able to visually confirm that I was good as I could see my tires by looking in my mirrors. I verified mixture was rich and prop was in. Made sure my seatbelt was on and my lights were on, flipped all necessary switches. As I continued my descent I could feel how windy and gusty it was. My final approach speed was around 75-80 knots on final. As I came in I was decelerating and the wind picked me up a bit at one point. As I touched down I felt the main wheels touch down and then I felt the tail rise a bit and the plane started to drift to my left and then the tail dipped onto the ground and slid to my left. I then slid to a stop.

IF: What happened after you came to a stop?

SG: I went through normal shut down procedure and called ATC. After catching my breath I went through our mishap checklist and then contacted NTSB and my employer.

IF: Describe the aircraft if you can?

SG: A Cessna Centurion P210N white and blue in color.

IF: Does it have a tail number?

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SG: N4629K.

IF: Do you have a pilots license?

SG: Yes, I have a commercial license, number [REDACTED] issued on 10/01/2020.

IF: Anything else you would like to add or tell me?

SG: No, I think that's it.

IF: Has everything you've told me today been the truth.

SG: Yes.

THIS STATEMENT WAS COMPLETED AT 09:50 AM 2nd day of March, 2021.

I have read this statement consisting of (2) pages and certify that the facts contained therein are true and correct. I also declare that I was not told or prompted what to say in this statement.

I HAVE READ THE FOREGOING AND UNDERSTAND THAT FALSE STATEMENTS MADE HEREIN ARE PUNISHABLE AS A CLASS "A" MISDEMEANOR PURSUANT TO SECTION 210.45 PL.

[REDACTED]

Signature of person offering the statement

Subscribed and sworn to before me this the 2nd day of November, 2020.

Witness

[REDACTED]

Investigator I. A. Foard #3277