



MEMORANDUM FOR RECORD

FAA Inspector Statement

Lynn Spencer
Air Safety Investigator
Eastern Region Aviation

Date: October 20, 2021

Persons Contacted: Randy Clark, FAA Inspector, Richmond FSDO

NTSB Accident Number: ERA22LA020

Narrative:

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

Inspector Clark traveled to the accident site and was on scene for two hours. He stated that the Johnson bar was in the up position when he examined the airplane and stated that “when the Johnson bar was locked, it was locked.” He does not believe it was a malfunction of the landing gear and stated that he believes that the pilot may not have fully locked the gear, perhaps due to annoyance/distraction from the air traffic controller interaction while on final approach. He advised me to listen to the air traffic control tapes. He stated that there was abrasion damage to the tubular skeleton of the airplane.