



RECORD OF CONVERSATION

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Eastern Region

Date: June 8, 2022
Person Contacted: Keith Ramsey
NTSB Accident Number: ERA22LA230

Narrative:

Mr. Keith Ramsey was contacted by phone on May 20, 2022 at 1400 EDT. He was called at [REDACTED]. He was driving and pulled over. He provided an e-mail address of [REDACTED].

At the start of the conversation he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was asked to describe the landing –

He entered the airport traffic pattern for runway 17 at Music City Executive Airport (KXNX)¹, Gallatin, Tennessee. The airplane was in the landing configuration and he turned from the base leg of the airport traffic pattern onto the final leg of the airport traffic pattern to the 6,300 foot long asphalt runway. He noted that the flight was, “a little high” and landed between 1,000 and 1,500 feet from the approach runway threshold, and about one second later he heard a sound and felt a pop. He thought the airplane was leaning to the right and attributed that to be a blown right main landing gear tire. He did not apply the brakes and when he attempted to turn off the runway and when clear of the runway environment, the right main landing gear collapsed. The airplane spun around and came to rest facing north. He checked to verify his wife was okay and then secured the aircraft, called the common traffic advisory frequency (CTAF), and exited the airplane.

¹ Formerly M33

NTSB Questions Continued –

Where did the airplane touchdown?

At the aiming point marking or 1,000 feet down the runway

Was the airplane slowing aerodynamically?

I had slowed a bit. I was making the 4th exit from the approach end of runway 17, or about 4,970 ft from the runway 17 threshold.

What was the speed during the turn?

Between 10 and 12 mph.

Were any flaps extended?

Yes, the flaps were still down during the turn.

How many landing gear down and lock lights were illuminated at touchdown?

Three.

Did you three green landing gear down and lock lights on short final?

I did.

Did you notice any landing gear down unlocked indication changing in the approach or landing segment?

No, he put the landing gear down before entering the traffic pattern of flying between 110 and 115 knots. He added that the max landing gear extension speed is 135 knots. He also performed a GUMP check (gas, undercarriage, mixture, propeller) while on the downwind, base, and short final legs of the airport traffic pattern with no discrepancies noted.

Had there been any recent problems with the landing gear?

No problem. He bought the airplane in July 2021. As part of his purchase, and inspection of the airplane and the mechanic noted the main landing gear shock absorber rubber discs part number (PN) 169-380098-1 were worn for both main landing gears and both sides were replaced.

Was the pin PN located?

I don't know. I don't believe so. He was told secondhand by either the FAA inspector or his mechanic that the pin broke. They did recover from the runway the rubber disc/puck.

How many landings had occurred since the maintenance to the main landing gear shock absorber rubber discs was performed?

He checked his logbook and it was just under six hours of flying and an estimated 15 to 20 landings.

What is the status of his aircraft?

He did not know. He needed NTSB release in order to move any repairs forward. He noted that the horizontal stabilizer needed to be replaced.

NTSB Questions Continued –

What is the name of your insurance adjuster?

Jay Beery who cell phone number is [REDACTED] This email address is [REDACTED]

Is your wife a pilot?

No. It was her first flight in the aircraft.

Did the emergency locator transmitter activate?

No it did not.

He was asked to provide²:

1. Illustrated Parts Catalog
2. Pictures of the airplane where came to rest

The call end time was 1445 EDT.

The digest was e-mailed to him for review on June 8, 2022. He replied the same day at 1242 EDT with, “Tim I confirm receipt of the email +1 attachment. No changes are needed to the transcript.” The corrected digest was e-mailed to him on June 8, 2022.

² He provided the requested documents via NTSB’s secure e-mail system called Kiteworks on May 25, 2022.