



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: August 1, 2022
Person Contacted: Steven F. Barbieri
NTSB Accident Number: ERA22LA319

Narrative:

Mr. Barbieri was contacted by phone on July 18, 2022 at 1428 EDT, and left a voicemail message. He was called at [REDACTED]. He was also called by NTSB on July 19, 2022, at 1127 EDT, at the same phone number. He provided an e-mail address of [REDACTED]

Mr. Barbieri was contacted as he had signed off the airplane's last annual inspection. He was contacted to find out details about this conversation with the pilot the early morning hours of the accident and also the details of his inspection related to the landing gear. He indicated that he maintained the airplane and performed the last annual inspection that was signed off on October 19, 2021. He was asked by e-mail the same day at 1137 EDT to provide NTSB copies of the airframe, engine, and propeller logbook entries for the inspection, any discrepancy and correction action sheets, and AD lists.¹ He indicated that the airplane owner would have the AD list. During the annual inspection he performed the normal and emergency extension and normal retraction of the landing gear. He found no issues. He did not perform any maintenance to the landing gear except lubrication of the main landing gear. He was asked during the call if he recalled how the emergency gear extension worked. He reported he did not recall.

With respect to the accident flight, the pilot/owner called him at 0120 EDT while in-flight about the landing gear issue. During that call he and the pilot went over the emergency procedures. Because his intended destination, Mount Pleasant Regional Airport-Faison Field (LRO), Mount Pleasant, South Carolina did not have emergency equipment he suggested the pilot land at Charleston Air Force Base/International Airport (CHS), Charleston, South Carolina.

¹ He provided copies of the airframe, engine, and propeller logbook entries for the last annual inspection the same day at 1423 EDT.

He indicated that the landing gear was held up by the motor/gearbox.

The call end time was 1134 EDT.

The digest was e-mailed to him for review on August 1, 2022. He replied the same day at 1019 EDT with, "No changes necessary. Steven Barbieri." The FINAL digest was e-mailed to him on August 1, 2022.



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Date: October 18, 2022
Person Contacted: Kevin Kammer
NTSB Accident Number: ERA22LA319

Narrative:

Mr. Kevin Kammer, Director, Customer and Quality Assurance of Mooney International Corporation was contacted by phone on October 18, 2022 at 1114 EDT. He was called at [REDACTED] and left a voice mail message. He provided an e-mail address of [REDACTED]

He returned the call the same day at 1119 EDT. With respect to the Plessey landing gear actuator, he was asked if Mooney still supported it and any parts for it. He indicated he would check with technical support but verbally reported during the call that the Plessey landing gear actuator and fractured torsion spring are no longer available or supported. After checking with product support, he provided NTSB a drawing providing retrofit instructions for Plessey and Avionics Products landing gear actuators.

The digest was reviewed with him over the phone, and he agreed to the content. The FINAL digest was e-mailed to him on October 18, 2022.