



RECORD OF CONVERSATION

Pilot Statement

Christopher Freeze
Air Safety Investigator
Eastern Region Aviation

Date: September 22, 2022
Person Contacted: Dr. Bernard Heckman (Pilot)
Contact #: [REDACTED]
NTSB Accident Number: ERA22LA415

Narrative:

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

Dr. Heckman was contacted by phone on September 22, 2022, at 3:47 p.m. EDT at [REDACTED]. He provided an e-mail address of [REDACTED].

At the beginning of the interview, 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.

Dr. Heckman stated that, on the day of the accident flight, he was the pilot and sole occupant of departed Montgomery County Airpark (KGAI) in Gaithersburg, Maryland, on an IFR (Instrument Flight Rules) flight to Delaware Coastal Airport (KGED) in Georgetown, Delaware.

As he neared the airport, air traffic control (ATC) provided him radars vectors to the final approach course (FAC). However, he did not hear any instruction to turn onto it and, subsequently, overflew the intended FAC. Troubleshooting the cause, he determined the issue was with the headset connection jack and successfully regained two-way radio communications with ATC. However, the landing gear warning horn did not alert him as to the gear being in the "up" position and, in the resulting landing, he did not lower the landing gear.

He, nor anyone else, was injured in the impact.

The digest was e-mailed to him for review on September 22, 2022, at 4:34 pm EDT. He replied on the same day at 4:54 pm EDT with no changes.