

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 11:03	DATE 2/14/2023								
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr> <td style="height: 20px;"></td> <td></td> </tr> <tr> <td style="height: 20px;"></td> <td></td> </tr> <tr> <td style="height: 20px;"></td> <td></td> </tr> </table>		SYMBOL	INITIALS						
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Thomas Cleary (N600C SIC)										
Paul Pryor (FAA Operations Inspector)										
SUBJECT Call to N600C accident SIC										
DIGEST Mr. Thomas Cleary was in a conference call with ROC FSDO inspectors James Seymour and Paul Pryor. Mr. Cleary was asked to discuss the events on February 11th that lead up to the hard landing. Mr. Cleary stated that they had departed PBI for ROC with no issues. They had no mechanical problems in PBI and that they had not requested maintenance for any reason. The flight was uneventful with a visual approach to runway 28 in Rochester. He felt that the aircraft had landed in the appropriate touchdown zone on the runway and had not been short. The landing felt firm to him but not exceptionally so, since he had experienced hard landings as a passenger on the airlines that were so hard that the overhead bins opened. He did not realize that the aircraft was damaged until he deplaned and saw the fuel leaking. There was no discussion between he and the PIC about stopping the aircraft and evacuating when the tower reported that they were trailing smoke during the taxi to the ramp. Mr. Cleary advised that he holds an ATP, but is not type rated in the aircraft, despite the aircraft lease requiring both pilots to be type rated. When asked to be available for additional questions, Mr. Cleary said that he had a job and that he wasn't always able to get away. Inspector Pryor advised him that he could participate in the investigation or he could allow the FAA to come up with information without his help.										
CONCLUSION, ACTION TAKEN, OR REQUIRED It appears that Mr. Cleary was not the pilot flying at the time of the accident										
DATE 2/21/2023	TITLE Aviation Safety Inspector	SIGNATURE 								

