

In person conversation with Mr. Roger Blackman

On January 3, 2025, I and two other FAA personnel traveled to the Florence regional airport (FLO) to evaluate damage to N458K and talk to owner/pilot Roger Blackman. Upon arrival at airport public safety building, we were met by Mr. Blackman and officer Holt the responding officer to the accident site on the night of the accident.

When asked what happened Mr. Blackman stated that he put the gear down with no issue during the initial approach. Once he determined that he needed to do a missed approach and go around he retracted the gear with no issues. Upon final approach Mr. Blackman stated he lower the gear handle, but nothing happened. The aircraft noise and performance did not change in the way expected with the gear down and he had no red transition light or green gear light indicators. Mr. Blackman stated that when nothing happened with the gear lever actuation he froze. He stated that he was worried about being on fire because he had a circuit breaker popping in the left-hand panel. He reset the circuit breaker, but it popped again. The circuit breaker was later identified as an aural warning. Mr. Blackman stated that at that time he decided to land without the gear being extended.

When asked about emergency procedures for gear extension Mr. Blackman said he had cleared the area behind the seat to access the emergency gear extension handle but did not initiate the emergency gear extension procedures. When asked about the checklist Mr. Blackman stated he did not use his checklist to work thru the emergency procedure. When asked about declaring an emergency to the air traffic control tower Mr. Blackman stated that he did not declare an emergency or inform any of the passengers on board the aircraft that an emergency was taking place.

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