



NATIONAL TRANSPORTATION SAFETY BOARD

Record of Telephone Conversation

Person: Chad Burns

Date: December 30, 2013

Subject: CEN14LA065

Chad Burns stated that the landing gear selector handle was in the down position, and the left main landing gear was down and locked. When the airplane was raised and placed on jacks, the right main landing gear extended and locked into the down position. They then placed weight on the empennage, and pulled the nose landing gear down and it locked into position. The operator's maintenance personnel replaced one propeller and one engine and flew the airplane back to the operator's base in Kansas City, Missouri, under a ferry permit with no maintenance performed on the landing gear system.

Mitchell Gallo

National Transportation Safety Board

Air Safety Investigator