



Fri 7/24/2015 4:28 PM

Lin Brown

RE: CAN I SEND THIS TO THE FAA??

To: David.Laycock

Cc: Gunther Todd

You replied to this message on 7/30/2015 8:18 AM.

From: David.Laycock

Sent: Friday, July 24, 2015 7:24 AM

To:

Subject: RE: I forwarded your email to my laptop to answer it once I arrived in California but lost it. Please resend.

Mr. Brown,

Thank you for providing this information.

Mr. Turner and I left the aircraft maintenance records in the baggage compartment of the aircraft in the maintenance hangar at Air Wilmington. Chris MacPherson with Air Wilmington assisted us by disconnecting the nose gear extension tube to allow full extension of the nose landing gear. **Thank you.**

Please keep us informed on the decisions of the insurance company. If they decide to repair the aircraft, we will want to obtain information from the repair facility. **It appears it will be totaled in speaking with Chris McPherson of Air Wilmington maintenance this morning.**

Due to the extent of damage to the aircraft, the FAA will be considering this as an aircraft accident.

Please elaborate on your decision process to leave the landing gear extended during your flight to ILM. Describe in detail what your indications were and specifically why you made that choice. **The plane felt different so I minimized pilot input until I was back on the ground. It was a short 10 minute +/- flight at minimum altitude. This was my third static issue in 40 years in complex aircraft. The earlier 2 times it was a non-event.**

The pictures obtained at the accident scene show the landing gear in transit (inner landing gear doors partially open and main landing gear in transit). In your opinion, how did the landing gear end up in an in transit state if the landing gear was left in the extended position for the entire flight. **I do not know. I have a practice to not touch flaps or gear switches while on the active runway unless there is a strong cross wind. Then I will retract flaps. I do not recall touching either switch. There was no strong cross wind. Both switches are out of sight from the pilots position. Not a good design.**

We appreciate your assistance with this investigation and thank you again for meeting with us yesterday. **Mr. Laycock, I want to find the cause too. I have a lot of time, sweat, money, and love in this plane which is very dear to me.**

Regards,

Aviation Safety Inspector

✉ GSO FSDO-EA39 →

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