



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: July 24, 2015
Person Contacted: Chris McPherson (Mechanic)
NTSB Accident Number: ERA15LA273

Mr. McPherson is employed by Air Wilmington, Inc. and holds an Airplane and Powerplant Mechanic Certificate and Inspection Authorization from the Federal Aviation Administration (FAA).

According to Mr. McPherson, he inspected the airplane after the accident and found that the wing roots (inboard ribs and wing structure) were substantially damaged.

He also found when he looked at the landing gear position, and the three push/pull rods that were connected to the gear box used for retraction and extension of the landing gear, that the landing gear had not collapsed but had been in the "transition" when the airplane touched down.

He also found that the nose gear was in the nose gear well with the actuating rod bent as if the gear was not fully locked down when it made contact with the pavement, the inboard main landing gear doors were open, and the circuit breaker was tripped. The wing flaps were also found to be in the down position.

Mr. McPherson did not find any evidence of preaccident malfunction, and he was able to extend the gear manually after the airplane was recovered.