



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: April 13, 2017
Person Contacted: Mike Jones; FAA PMI
NTSB Accident Number: ERA17LA151 (N56H)

Narrative:

Telecon with the FAA Inspector who is a PMI.

There is a mechanic witness who saw the airplane come in on final approach, and it appears the gear was not down. He will forward a statement.

The damage to the landing gear doors and underside of the fuselage is extensive. All the doors are scraped completely through. Also, there are some broken internal components to the landing gear and linkages and one of those pieces was on the runway about several hundred feet from the airplane. Discussed possible "panic" move to put the gear down either immediately before or after landing and if that could result in damaged linkages.

The damage was very consistent and symmetrical on all three landing gear doors and belly. Both engines and all the propellers are damaged.

From the propeller slash marks in the pavement to the final resting place of the airplane it was about 600 to 700 feet.

Took lots of photographs of the airplane, gear, internal gear compartment and will forward them. Will call the pilot and get the requested documentation. The pilot has been difficult to reach. Has tried several times and will continue to try to get a statement and documentation.

[END]