



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: February 27, 2020
Person Contacted: John Benedict
NTSB Accident Number: ERA19LA255

Narrative:

John Benedict of Textron Aviation sent an e-mail to Raymond Harkins also of Textron Aviation on August 23, 2019, at 1332 EDT. The statement was at the request of NTSB, and is copied below from the original e-mail.

“Ray,

I assisted in removal of N2299f from [the] runway. The [airplane] was lifted by the towing company and we did an emergency extension. [They] found [the] [right main landing gear] not locking in place. [They] secured [the right main landing gear] in full down position with locking bar, clamps, and tie wraps. [They also] secured all other gear down locks with heavy tie wraps. The [airplane] was then put back on the ground and towed to a spot near the Textron hanger.

John Benedict
Textron Aviation , Tampa
Lead
Work [REDACTED]
[REDACTED]

The digest was copied from an e-mail into the NTSB Record of Conversation Form.



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Date: February 27, 2020
Person Contacted: Greg King
NTSB Accident Number: ERA19LA255

Narrative:

FAA airworthiness inspector Greg King contacted NTSB by phone on September 19, 2019, at 0942 EDT. The phone number was not recorded.

During the call he was advised that NTSB would not pay to trouble shoot the reason for the failure of the right main landing gear to go into the down and locked position. He advised that at the current time he could not see any reason why it could not, but he was asked if he could provide pictures of the components of the right main landing gear extension that he could see. He advised that he would go to the facility and would get pictures and would provide (they were provided the same day).

He was asked if he had the hour meter and tachometer readings and advised he did not because the airplane was locked.

The digest was reviewed with him during the phone call and he agreed with the content.