



Kurt Gibson
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Date: 05/21/2025

Subject: ERA25LA205

Contact: Todd Aungst - FAA

The following is an excerpt from an email sent to the NTSB IIC from an FAA inspector regarding the landing gear and landing gear warning horn of the accident aircraft (N2840R):

"Attached is the pilot statement that states he omitted [sic] to not putting the gear down, we also received a verbal statement from the mechanic Chris Pyle that during the recovery gear switch was found in up position and he was the individual that went into the aircraft and selected the down position, he indicated the gear extended normally. We also found out the gear warning system was not working on this aircraft"

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