



NTSB RECORD OF CONVERSATION

Kathryn Benhoff
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General Aviation Accident Investigation Division, AS-20

Date: February 22, 2018
Person Contacted: Omar Tantawi (Leggat Aviation Ltd. engineer)
NTSB Accident Number: GAA18CA109

The following is a summary of a telephone conversation with the above mentioned:

The engineer reported that, during the accident airplane's most recent annual inspection in August 2017, the heat insulators on top of the landing gear pistons looked like the fiber materials were loose, so they were replaced. He added that the brake linings needed to be replaced and were checked to be okay.

The engineer reported that the most recent maintenance work done in December 2017 on the landing gear was due to a leak regarding the oleo struts. The pilot had not mentioned any issues with the brakes that needed work. During the oleo strut maintenance, the brakes were unbolted and set aside until time for reassembly. The engineer reported that, per Canadian Aviation Regulation 571.02, he referenced the B60 manual, parts catalog, and the Parker brake Supplemental Type Certificate. After the maintenance work, he ran the airplane up outside and taxied the airplane around. He tested the toe brakes and did not observe any abnormalities.