



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: June 12, 2018

Person Contacted: Mr. Steve Frost (Corporate Air Technology, KSJC)

NTSB Accident Number: WPR18LA153

Narrative:

The following is a synopsis of the information provided by Mr. Frost in a telephone conversation on this date:

- Mr. Frost is an aircraft technician at Corporate Aviation Technology (CAT) at KSJC
- He and his colleague were summoned to the aircraft and assessed the situation
 - The aircraft was on the runway, with the landing gear completely retracted
 - Aside from runway contact damage, the only anomaly was that some fuel appeared to have leaked out a fuel vent
- The landing gear handle was observed to be in the fully DOWN position
 - The technicians did not move or cycle it
- They used two forklifts to lift the airplane
- As the airplane was raised, all three landing gear "dropped out" meaning they moved from the retracted to partially extended position
- Mr Frost "pulled" the NLG into its fully extended/locked position
 - This caused the two MLG to also fully extend and lock
 - The gear is electrically actuated, but interconnected by cables
- The airplane was towed to the CAT ramp for parking/storage