



RECORD OF CONVERSATION

Robert Gretz
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Eastern Region Aviation

Date: August 23, 2011
Person Interviewed: Randall Barringer, Gulfstream Aerospace
NTSB Incident Number: ERA11IA316

Narrative:

Mr. Barringer was interviewed in-person, during a component examination at Marotta, Monville, NJ.

Mr. Barringer stated that most of the Gulfstream models have a landing gear selector handle that must be moved left out of detent, then down, then right into detent to extend the landing gear. However, the Gulfstream 200 was formerly an Israel Aircraft Industries Astra, and its landing gear selector handle did not have the external detents (it moved directly up and down), but did have an internal detent at the up and down position.

Mr. Barringer added that the hydraulic bypass from an intermediate position of the landing gear selector handle would result in the failure of the landing gear down locks to engage due to back pressures.