



NATIONAL TRANSPORTATION SAFETY BOARD
Central Region – Arlington, Texas

Record of Conversation

Persons Interviewed: Erin Bowers, Chief Pilot Great Lakes Airlines (GLA)
Dave Hoffmeister, Director of Flight Standards, GLA

Date: June 1, 2011

Subject: – CEN11IA341

Great Lakes Aviation's Director of Flight Standards and the Chief Pilot were interviewed on June 1, 2011, by the Investigator in Charge. The interviews focused on training and how the crew responded to the landing gear light anomalies.

According to the Chief Pilot, she disagreed with the first officer's assertion that flight crews were trained to understand that when all three landing gear down annunciator lights are illuminated it trumps all other gear unsafe warnings. If the landing gear in-transit light remained illuminated, the proper response would have been to execute a go-around and use the Quick Reference Handbook (QRH).

The Director of Flight Standards stated that the crew should have executed a go-around and run the appropriate checklists. However, he understood how the flight crew could have been confused since the system schematic for the landing gear lights clearly indicated that if any of the three down and locked lights were illuminated, the gear should have been down and locked. Plus, the Captain had recently reported previous gear problems which may have compounded his decision making. The Director of Flight Standards also stated that they do not train for situations that would involve three illuminated gear down-and-locked lights in conjunction with other gear warnings.

As a result of this incident, Great Lakes Aviation drafted changes to the QRH for Landing Gear Unsafe conditions and revised their Flight Standards Manual and training modules.

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