



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: June 2017
Person Contacted: Mr. David Nelson, FAA Airworthiness Inspector
NTSB Accident Number: CEN17LA212

Narrative:

Mr. Nelson reported that the airplane had landing gear issues. Work had been performed on the landing gear but without proper documentation in the maintenance logbook. The pilot reported that he was adding hydraulic fluid to the reservoir every 12 hours, but there were no logbook entries concerning it.

He stated that the emergency gear hand pump didn't work because there wasn't enough hydraulic fluid in the system to make it work. The hydraulic hoses were original equipment from 1965, although they appeared okay from the outside.

There were no obvious hydraulic leaks. There was some some hydraulic fluid found on the tunnel for the landing gear behind the engine.

He said the pilot had just departed. He hadn't flown it for a few days after adding hydraulic fluid.

He talked with the mechanic. The airplane had been losing hydraulic fluid for some time, but it had not been correctly fixed.