

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 10:45 AM	DATE 06/08/2017												
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Charles Carver [REDACTED]		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; padding: 2px;">SYMBOL</th> <th style="width: 50%; padding: 2px;">INITIALS</th> </tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </table>		SYMBOL	INITIALS										
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SUBJECT N1854F Maintenance Issue Questions															
DIGEST Mr. Carver was contacted as a follow up to an accident involving N1854F, a Cessna 210F, that encountered a gear issue after takeoff from ANE on 06/02/2017. Mr. Carver had accomplished the last couple of annual inspections on the aircraft. The last one was 12/20/2017. The pilot of the aircraft mentioned during our investigation that he has had to add hydraulic fluid to the reservoir about every 12 hours. He stated that he adds about 10-12 pumps from a small oil can to fill the reservoir each time. He stated that there had been some work accomplished by Scott Hubbard on chasing some hydraulic leaks. According to Mr. Carver, Mr. Hubbard used to work under his supervision, but no longer is. Mr. Carver stated he has not seen the aircraft since the 12/20/2017 annual. According to Mr. Carver, there had been quite a few issues with leaks in the hydraulic system due to an apparent over pressurizing of the system by a previous IA. At the last annual, the gear appeared to be operating satisfactorily with no obvious leaks. He was unaware that the pilot had to continually add hydraulic fluid. Mr. Carver stated that he had replaced a seal on the engine driven hydraulic pump a year or so ago. I asked if there had been a maintenance entry completed for that replacement, since one was not located in the supplied maintenance records. (CONTINUED ON BACK PAGE)															
CONCLUSION, ACTION TAKEN, OR REQUIRED															
DATE 06/08/2017	TITLE Aviation Safety Inspector	SIGNATURE DAVID ROBERT NELSON Digitally signed by DAVID ROBERT NELSON Date: 2017.06.08 12:10:43 -0500													

DIGEST (CONT)

Mr. Carver stated he had provided a maintenance entry on a "sticky note" and gave it to the pilot. He stated he did not keep a copy of the entry and did not remember the exact date. Mr. Carver did not have any further information on this matter.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 2:10 PM	DATE 06/08/2017												
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Charles "Mike" Carver [REDACTED]		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; padding: 2px;">SYMBOL</th> <th style="width: 50%; padding: 2px;">INITIALS</th> </tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> <tr><td style="height: 20px;"></td><td></td></tr> </table>		SYMBOL	INITIALS										
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SUBJECT N1854F Additional Information.															
DIGEST Mr. Carver contacted me as a follow up to an earlier conversation that I had with him regarding the accident involving N1854F. According to Mr. Carver all he knew about the accident is what he had heard from others, so he was not sure if his information would be helpful. He stated that from previous experience years ago with the 210 landing gear system he is pretty sure that the master switch would need to be in the "off" position for the emergency extension procedure to work, since the power pack has electronic valves in it. He is pretty certain that if the master switch was left on, the emergency extend would not do anything. Mr. Carver also stated that, after thinking about it, he had mentioned that they had replaced a seal in the engine driven hydraulic pump a year or so ago and that was incorrect. He said it was an o-ring in the filter screen and not the pump seal. I thanked Mr. Carlson for the information.															
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DATE 06/08/2017	TITLE Aviation Safety Inspector	SIGNATURE													

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1:40 PM	DATE 06/08/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Scott Hubbard [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N1854F Accident follow up			
DIGEST Mr. Hubbard was contacted at 13:40 on 06/08/2017 as a follow up to the accident involving N1854F. The owner/operator of the aircraft stated that Mr. Hubbard had done some work on the aircraft for him. Mr. Hubbard was asked what he had done on the aircraft. According to Mr. Hubbard, he had been working under the supervision of Mike Carver at Everything Aviation in Osceola, WI. He had assisted with oil changes and other normal maintenance. He stated that he was no longer working with Mr. Carver since starting a new job about a month or 2 ago. He stated that he has not done anything on the aircraft since the last annual inspection. I asked about any documentation of the work he had done. Mr. Hubbard stated that everything that he had done was under Mr. Carver's supervision and Mr. Carver made the maintenance entries.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/08/2017	TITLE Aviation Safety Inspector	SIGNATURE	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 2:40 PM	DATE 06/08/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Brad Harlan [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT N1854F Accident follow up			
DIGEST As additional follow up to the accident involving N1854F that occurred on 06/02/2017 at ANE. Additional information had been obtained since speaking with him on 06/07/2017. I asked Mr. Harlan if he had the master switch on or off when he tried to use the emergency extend. He stated that he first tried several times with the master switch on and after not having any luck, he tried several more times with it off, again with no results. Mr. Harlan also stated that he had remembered that a few years ago, he remembers a mechanic had over pressurized the hydraulic system and it burst a hose under the panel which required replacement of the hose and a lot of clean up. He wasn't sure if this would have anything to do with the issues he has been having with the fluid level in the system. He also stated that he had incorrectly told us that this was the first flight since refilling the hydraulic fluid. He stated that after thinking about it, a few days before the accident flight, he had filled the hydraulic reservoir and then flew the aircraft for 45 minutes to an hour before topping off the fuel and putting the aircraft back in the hangar. He did not re-check the hydraulic fluid level after that flight. He did state that he has some drips of hydraulic fluid on the floor of the hanger, but has not been able to find the source. (CONTINUED ON BACK)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/08/2017	TITLE Aviation Safety Inspector	SIGNATURE	

DIGEST (CONT)

(CONTINUED FROM FRONT).

He stated that the drips are from antennas or other things that stick down from the bottom of the aircraft. He was not able to determine the source.