

Memorandum of Conversation

Date: 18 September 2019

Time: 1400 central daylight time

Conversation Including: Jason Jaworsky; FAA Inspector

Conversation Regarding: CEN19LA315, N328RG

Duration of Call: 20 Minutes



Summary & Factual Information from Conversation:

Inspector Jaworsky reported that the airplane was in the pilot's hangar with Mr. Jeremiah Brandt (pilot) present for the landing gear extension and retraction system testing. Also, in attendance was FAA Inspector Joseph Behrends and Mr. Ezra Olson (airport manager/aviation mechanic).

The airplane was placed on jack stands to test the landing gear retraction/extension system. The 25-ampere landing gear motor circuit breaker was reset, and the landing gear retracted normally when the master power switch was turned on and the landing gear position selector handle was placed to gear up. The landing gear then extended normally when the landing gear position selector handle was placed to gear down. The landing gear cycled (up/down) two additional times without issue using the normal extension/retraction procedure.

The landing gear was retracted to test the emergency extension procedure included in the airplane's Pilot Operating Handbook. The emergency extension only requires that hydraulic pressure be released from the system, which allows the landing gear to drop due to gravity and is assisted by aerodynamic loads and spring force. Pulling a red emergency handle in the cockpit releases the hydraulic pressure in the system. The landing gear immediately dropped into the down-and-locked position when the red emergency extension handle was pulled in the cockpit. The landing gear was retracted for a second emergency extension test. The landing gear extended without any issues during the second emergency extension test.

The inspection panels were removed from the airplane's nose section to inspect the hydraulic motor assembly. There were no hydraulic leaks observed from the motor assembly or the associated hydraulic lines, and the hydraulic pump contained an adequate amount of fluid. The landing gear was cycled (up/down) a final time using the normal procedures and there were no issues observed.

The examination and testing did not reveal any issues with the normal landing gear extension/retraction system or the emergency extension procedure. The investigation was unable to duplicate the pilot's report that he was unable to extend the landing gear using the normal and/or emergency procedures during the flight.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 18 September 2019 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator