



## RECORD OF CONVERSATION

Mechanic

**Lynn Spencer**  
**Air Safety Investigator**  
**Eastern Region Aviation**

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Date: October 7, 2021, 1247 EDT  
Phone Conversation with: Frank Schumpert, mechanic  
NTSB Accident Number: ERA22LA005

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### **Narrative:**

The following is a summary of a conversation with the individual named above on October 7, 2021. He was called at 1247 EDT at [REDACTED]:

Mr. Schumpert stated that there appears to be intermittent power to the hydraulic pump. The flow valve is the selector itself and it appears to be working.

He stated that when he went to recover the airplane, he turned on the master switch with the gear handle down. The right main should have gone down in the locked position. The pump did not come on, all circuit breakers were in. He stated that he had to pump with the emergency pump to get the right gear to lock down. After they jacked the aircraft, the pump operated correctly in his hangar. He stated that he kept starting and stopping, "then it stopped, and the pump shut down before the gear was locked. I tapped on the power pack with a hammer, and it started running again." He stated that there seems to be something intermittent in the power pack or pump. I asked if there was any evidence of overheating and he responded no. He had cycled it maybe 10 times and there was no problem. He stated that he didn't know exactly what was failing (the motor or the power pack) but that he would remove the parts and send them out to a facility that can test and overhaul them.