

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: 5/13/26

Subject: ERA26LA176

Contact: Sean Stamps
Flight Operations Manager & Chief Pilot
Icon Aircraft

During a telephone conversation, I advised Mr. Stamps that one theory for the oil line/hose separation is that a clamp is being secured tight enough, but in the wrong location. Specifically, the clamp is not being secured completely past the barbed fitting on the oil cooler metal B-nut adapter. There may also be a second similar event in Canada with no damage or injury.

I asked Mr. Stamps if he had any contacts at Great Lakes Icon to alert them about this possible safety issue. Mr. Stamps stated yes, he would alert Great Lakes and ask if they had any information about the Canadian event. He also stated that to his knowledge, not many Icons would be affected as not many have had the Great Lakes conversion from a 912 to a 916 Rotax.

Mr. Stamps further stated that Great Lakes is a separate entity from Icon and once the conversion is done, it moves the airplane into the FAA experimental category of airworthiness. He recalled that Great Lakes delayed the start of their conversions as they were awaiting some Rotax supplies, so he thinks "only a few" have been converted.

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Contact: Matt Oxender
Owner
Great Lakes Icon

During a telephone conversation, Mr. Oxender stated that he was aware of the accident, but not all of the details. He stated that including the accident airplane, he's completed engine upgrades to about 10 Icon airplanes and has not heard of any other problems. He added that after this accident, he changed oil line fittings from "push-lock" to "screw on" fittings.