



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

STEVE GUSTIN (Gustin Aviation)

The line that failed is a rigid line going from the power pack to a bulkhead fitting on a separate structure that is capped for a service port. It appeared that the line had been replaced before. I think a flex hose in place of the rigid line would solve this from happening again.

KEVIN MARSAC (FAA Inspector Spokane FSDO)

Time of accident was 840 local on 6/12/2018

I spoke with the pilot, he stated that the landing gear would not come down and locked. He stated that he tried to manually pump the gear down but still didn't have any luck. He stated that the emergency procedure for a gear up landing was to put the gear position lever in the up position, which is why the lever was in the up position.

Once the aircraft was back in the hanger, Gustin Aviation noticed that a line had ruptured on the aux side of the hydraulic power pack right at the ferrule. This same line was replace on 5/17/2018 by Gustine Aviation with a break on the same spot.

I think there could be a vibration issue. The engine is 57 hours over recommended TBO, the prop has 1192 hours since overhaul. The line that failed is a rigid line going from the power pack to a bulkhead fitting on a separate structure that is capped for a service port. It appeared that the line had been replaced before. I think a flex hose in place of the rigid line would solve this from happening again.

Zoë Keliher
Air Safety Investigator
Western Pacific Region