



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: July 17, 2018

Persons Contacted: Brice Bock (Aviation One) and Alan Overlander (Orlando Aircraft Services)

NTSB Accident Number: WPR18LA179

Narrative:

The following is a synopsis of the information provided by the two cited individuals regarding a pitot/airspeed indicator system test that they conducted on N60E on this date:

- The cited individuals are aviation maintenance technicians for their respective organizations
- Aside from post-accident recovery efforts, neither the individuals nor their organizations had ever conducted any maintenance on the accident airplane
- The airplane was in a hangar at Aviation One
- The pitot tube was clogged with debris from the accident
 - It was removed via its AN coupling
 - The NTSB requested that it be shipped to the NTSB Materials Lab for debris analysis
- A test unit was coupled to the pitot input line just aft of where the pitot tube had been removed
- The test unit provided known pressure inputs corresponding to known airspeeds
- The test inputs were provided in 20 kt increments from 20 to 100 kts inclusive, and then two more stepped inputs of 150 and 200 kts
- Mr. Overlander operated the test equipment near the nose of the airplane
- Mr. Bock remained in the cockpit and monitored the cockpit instruments
- The airplane was powered up so that its electronic Garmin PFD was operational
- The airspeed was displayed on the PFD and two other mechanical airspeed indicators (ASIs) mounted on the instrument panel
- All three ASI values corresponded to the test pressure/speed values throughout the entire speed range of the test
- No leaks were detected in the system