



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher:

The following is a summary of conversation:

ALEX DUNCAN (AEROSTAR AIRCRAFT)

There was a SB for those past failures I mentioned, but the SB and the issue with the inadequate braze joint was only applicable to very early Model 600s (S/N 60-0002 thru 60-0031) and 601s (S/N 61-0002 thru 61-0033), so this aircraft (601P) would not have been affected and those early failures are not related to this accident. Aerostar sent teams into the field to repair these early models. The materials report concluded there were no issues found at the braze joint, and the fracture was consistent with an overstress fracture, and I would agree with this likelihood.

Note, I only mentioned the opposing gear collapse when there was confusion on the left and right strut being sent in, so this statement isn't really applicable since you cleared up that typo in the report.

With the above said, I would say your right up is factually correct. Let me know if you have any other questions or if there is anything else I can do to help.

Zoë Keliher
Air Safety Investigator
Western Pacific Region