



RECORD OF EMAIL

Albert P. Nixon
Senior Aviation Accident Investigator
Western Pacific Region

Date: April 23, 2020
Person Contacted: Steve Frost (A&P Mechanic and Manager of FAA certified repair station [REDACTED])
NTSB Accident Number: WPR20LA104

Narrative:

On an email from Steve Frost, the following is a summary of what he stated:

- The aircraft was placed on jacks and the safeties removed from the landing gear actuators that had been installed after recovery.
- During the recovery, the aircraft's emergency gear extension line was disconnected to release the landing gear for recovery; The line was re-secured for the examination.
- The hydraulic power pak had no fluid showing in the window, consistent with the line being left open at the emergency gear extension valve.
- The power pak was serviced with a pint of MIL 5606 fluid and the hydraulic pump circuit breakers were reset.
- The landing gear cycled normally to up position.
- The landing gear was attempted to be extended by the emergency system but did not release.
- The landing gear emergency extension handle was stowed, the circuit breakers reset, and three normal cycles of the landing gear were completed.
- Pressure was reduced by disconnecting the power lead from the forward mounted pressure switch mid cycle but did not make the emergency extension system operational.

- The hydraulic power pak required servicing of another pint of MIL 5606 fluid. No evidence of fluid loss was noted as any point in the system, hoses, or actuators.
- The hydraulic power pak and emergency extension valve were removed to be sent out to the laboratory for further examination.