



RECORD OF E-MAIL CORRESPONDENCE

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: October 29, 2020
Person Contacted: Deepun Desai (President, Affordable Avionics Inc.)
NTSB Accident Number: WPR20LA288

Narrative:

The following is a synopsis of the information provided by Mr. Desai in an e-mail correspondence.

After we completed the annual inspection in March, Mr. Monroe complained about his landing gear that the nose gear will not hold in the up position and it would drop down occasionally.

In the first week of May, Matt Sylvester our then IA and Mr. Charlie had discussed the issue and Matt had committed to help him out.

The following Maintenance was carried out by Albert Aquino with supervision and inspection by Matt Sylvester from May to mid August.

1. Made adjustment to the nose gear door rod end and lubed the up-lock mechanism.
2. Removed nose gear uplock actuator & resealed installed & secured.

Matts last day of employment with us was scheduled to be August 24th, hence we had decided to finish the airplane before that.

Between August 15 and August 24th, Matt was on and off at work. However, he was in constant contact on the phone and in person with Albert regarding Mr. Monroes Landing gear issue.

On August 24th,

Albert put the plane on jack, Checked & serviced accumulator with nitrogen to 600 psi. Bled flaps & landing gear by operating the system. Carried out the landing gear swing several times

including with the hand pump. Found working good. Matt was not present on that day however Juan Romero, who holds a A&P License was present during that time.

We had planned for Matt to come and inspect the plane to return it to service. Followed by a test flight by Andrew Gerathy our test pilot and then return the aircraft to the aircraft owner.

At the end of the working day on the 25th, I had to go to our Thermal location. Mr. Monroe had come by to the hangar and had a conversation with Albert. Albert explained him what was done to the plane. Mr. Monroe asked Albert to leave the plane outside with the keys on the oil dipstick. Albert did per instructed and left for the day.

On August 26th, I received a text from one of my staff members that Mr. Monroe is flying the plane and the gear would not come down. That was the first time I came to know about it. Upon further questioning the staff, I found out that he had picked the plane before our business hours which is 8 am.

As our standard practice, after completion of a job, our manager releases the aircraft after the paperwork is done to the accounting department. Once the bill is paid, we release the documentation of return to service to the client/operator. That is a indication that the aircraft is returned to service. None of this was carried out for this aircraft as it was awaiting inspection from Matt.



RECORD OF E-MAIL CORRESPONDENCE

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: September 25, 2020
Person Contacted: Juan Romero (Mechanic)
NTSB Accident Number:

Narrative:

The following is a synopsis of the information provided by Mr. Romero in an e-mail correspondence.

He assisted Alberto Aquino on the functional test of the landing gear system for N9540T. Alberto initially serviced the hydraulic accumulator. Alberto then placed the airplane on jack stands and performed a gear swing several times, of which a few times were done in my presence. The landing gear system was also swung using the hand pump. Operational test for the flaps was also carried out and it was found to operate normally. The Cessna 200 series service manual was used during the test.