

Michael Hicks
Air Safety Investigator
OAS-WPR

Date: 7/24/2023

Subject: WPR23LA136 Record of Conversation

Contact: Woodhouse Aviation LLC -Brett Woodhouse A&P/IA

The following is a synopsis of the communication as relayed to the Investigator-in-charge (IIC), by Mr. Woodhouse on 07/24/2023@1500pdt.

IIC: Please describe for me the position of the nose gear prior to examination. Was the nose landing gear in the extended and locked position during your examination?

Woodhouse: The nose gear was down and locked when we went out to get it off the runway.

IIC: Was the "Gear Pump" light indication in the center of the instrument panel operational during your examination?

Woodhouse: Yes.

IIC: Do you recall where the gear pump indication light was plumbed to? The relay and diode referenced in the logbook comes to mind, are they related?

Woodhouse: The blue light is not a required instrument panel light, and did not check the plumbing. The amber and green light indications were operational. Essentially, the Cardinal RG is equipped with a different retractable landing gear hydraulic system. The "Gear Pump" indication light was installed on the instrument panel prior to the instrument panel changeout. Cardinal Flyers Online is one place that the gear pump light details are advertised.

NOTHING FOLLOWS