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[Redacted]
Creswell, OR 97426
[Redacted]

VIPER AVIATION

June 5, 2020

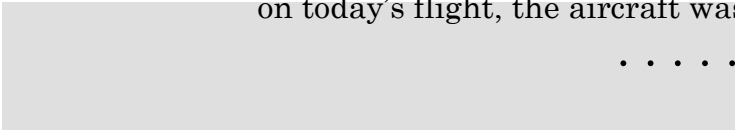
Jackie Vanover
National Transportation Safety Board
[Redacted]

RE: N118G Tach Time 992.2 hours

Kevin Padrick had scheduled with me the week of June 10, 2019, to come in on June 18, 2019 for an oil change before heading to Alaska for a 2-week float plane flying vacation. On June 18th, I heard him flying over the airport so I went out to watch him land as it was the first time I had seen his aircraft on floats. On his first approach, at approximately 50-75 feet, I noticed that the Left Hand Gear had not extended yet. At the same time I noticed this, he added power to the engine for a “go around”. I went into the pilot’s lounge and radioed him on the Unicom that his Left Hand Gear had not extended fully but received no response. The next approach when on final, I saw that all landing gear were down. He made a nice landing. After taxiing up to the hangar and shutting the aircraft down, he got out and admitted to me that the landing gear issue was his fault because he had selected gear down as he had turned on final and that did not allow enough cycle time for the gear to extend. He stated that he needed to select gear down on downwind. He also talked about a laser gear warning system mounted in his Left Hand Wing Outboard of wing strut.

We chit chatted about different things on the Maule while on floats. My first question was how did the oil temperature do with the extra drag and lower speed on floats. He stated on a warm day it could get up as high as 220 degrees but on today’s flight over from Sunriver, it was running at 185 degrees at 6500 feet. He also stated that the oil usage on the flight back from St. Paul, Minnesota was 1 quart. My next question was speed – how fast does the aircraft fly on floats? He responded that on today’s flight, the aircraft was flying at 120 knots with a slight

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headwind; which I thought was absolutely fabulous!! I then asked him, how much float time he had? He stated that including training time in a 172 on floats, he had around 30 hours. He talked about how well the Maule performed on higher altitude lakes which he was very pleased about. He also talked about making a landing on Dexter Reservoir before landing at Creswell. I removed the top cowl, set up a drain pan hanging under aft outlet of lower cowling. The forward portion hanging from a bungee cord and the aft resting on the float tension wires. I drained the oil and noticed that the oil was a darker black which was not the normal appearance. Normally he would fly the airplane 10-20 hours a year but that this oil had a little over 40 hours and had been running at a higher temperature which could explain the oil being black. For these reasons, I did not feel the color was abnormal for the time and higher operating temperatures. The oil did not smell burnt what so ever, I cut open the filter and found normal appearance no metal; however, I did notice slightly more carbon but still not alarming due to the time and temperatures. I installed new CH48110-1 oil filter lubing gasket with Dow Corniar #4 compound. Torqued filter and checked twice with Champion CT921 oil filter torque wrench. Saftied with .032 safety wire, serviced engine with 8 quarts Phillips X/C 20W-50 oil. Did a brief inspection looking at the inside of lower cowl for fuel and oil stains – none noted. Looked at aft motor mount, pulled lower cowl out slightly and inspected exhaust from the top with mirror and flashlight to look for any abnormalities or cracks. Only thing that I noticed was a little bit of exhaust residue coming from the #3 riser slip joint otherwise everything appeared normal – no cracks or deformation s were noted with my limited/restricted accessible view of the exhaust system. I looked on top of the engine for any abnormalities and checked spark plug ignition lead ends for tightness. I took a quick look at the air filter for obstruction/bugs/dirt. I had Kevin start the engine and run it for two minutes then shut it down to check for oil leaks – none were noted. The belly aft of the firewall had a misting of oil from the breather over the last 40 hours, not heavy or running/dripping oil – just a misting residue, no blue fuel stains noted on the belly either. I wiped the belly clean with a terry cloth towel and completed a final inspection of the engine compartment, completed a “tool check” and then re-installed the top cowl. I checked the oil level one last time noting oil level indicating 7 ½ quarts due to oil filter taking ½ quart to fill. Completed engine log entry noting oil and filter change and quantity of oil installed. I pushed the aircraft back. Kevin started the aircraft, set his avionics, taxied to the end of runway 34, completed run-up and took off using maybe 800 feet and climbing out. Engine sounding normal; see the video that I took on my phone. He went from Creswell to Eugene Airport for a meeting and then I assume home afterwards. This is my recollection of the maintenance

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performed between 10:00 a.m. and 11:12 a.m. on N118G on June 18, 2019 at Aircraft/engine Tach/TT 992.2 hrs.

Any questions, please do not hesitate to contact me.

Sincerely,

A solid black rectangular box used to redact the signature of Darrin Humble.

Darrin Humble
Owner