



## NATIONAL TRANSPORTATION SAFETY BOARD

### Eastern Region – Ashburn, Virginia

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#### Record of Conversation

Who: Allen Bastion, Pilot/Owner

When: January 30, 2019

RE: ERA19LA085

In a telephone conversation, Mr. Bastion stated that he recently purchased the airplane and was finishing up a required 10-hours of complex flight instruction for insurance purposes. He stated that he extended the downwind due to traffic and was turning base at 1,000 ft agl when he extended the landing gear, but the gear did not fully extend, and the handle was stuck. He removed the access door for the emergency landing gear extension handle, but he could not get it to release. At this point, Mr. Bastion's flight instructor said, "You better put power in", but there was no response from the engine and the tachometer read "0." Since he knew he was unable to make the runway, he landed in a soccer field and struck a ditch.

Mr. Bastion said he had not experienced any previous mechanical problems with the engine or landing gear prior to the accident.

Leah Read, Sr. ASI



## NATIONAL TRANSPORTATION SAFETY BOARD

### Eastern Region – Ashburn, Virginia

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#### Record of Conversation – Part 2

Who: Allen Bastion, Pilot/Owner

When: February 25, 2019

RE: ERA19LA085

In a follow up conversation, Mr. Bastion stated that he did not provide the full truth about what happened to cause his airplane to have a simultaneous landing gear and engine failure. He said he spoke to an insurance adjuster following the accident, who in turn, advised him not to say anything to the FAA/NTSB. Mr. Bastion was scared he would not get his claim processed, so he hesitated in telling the NTSB what happened.

Mr. Bastion said that after the forced landing, he opened the right cowling door to look at the right side of the engine. The CFI saw him open the cowling and told him not to touch anything. Mr. Bastion saw the mixture cable had snagged on the nosewheel structure when it was trying to extend. He said this caused the mixture control on the carburetor to move to the lean position. Mr. Bastion said he used his hand to physically un-snag the cable. He said he did not take any pictures of the snagged mixture cable prior to touching it. Mr. Bastion apologized for what he did but wanted to make things right and be honest regarding the accident.

Mr. Bastion said that he had completed maintenance on the landing gear in December 2018 and had retracted the gear 10-12 times. The gear worked "flawlessly." He said he used plastic tie-wraps to make sure the throttle/mixture/carburetor heat cables were positioned away from the nose-gear, which does not have a protected well on this make/model airplane. He last flew the airplane on December 27, 2018. After he landed, he did not install covers over the landing gear to prevent mice from getting into the engine and airplane. He stated that he thought a mouse got up in the engine between December 27, 2018 and the accident flight on January 3, 2019 and chewed off the plastic tie wraps allowing the mixture cable to come loose. Mr. Bastion said that his hangar where the airplane was stored had a bad mouse problem. Prior to the flight he did not check inside the engine compartment for any rodent damage.

Mr. Bastion said he would provide a second written statement detailing the circumstances of the accident along with photographs. As of December 17, 2019, that statement has not been received.

Leah D. Read, Sr. ASI