RECORD OF EMAIL

Albert P. Nixon
Aviation Accident Investigator
Western Pacific Region

Date: July 08, 2013
Person Contacted: Mr. Jesus Alberto Ramos – First Officer of the Accident Airplane
NTSB Accident Number: WPR13LA310

Narrative:

In an email dated July 08, 2013, with Mr. Jesus Alberto Ramos, the following is what he stated:

- They used the emergency brake switch when the brakes failed after landing.
- They did not notice the auxiliary hydraulic system pressure.
- After the main hydraulic malfunction, the crew discussed that they were not going to have any problem with the landing gear extension and would need to use the emergency brakes to stop the airplane.

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Aviation Accident Investigator
Western Pacific Region

Date: July 16, 2014
Person Contacted: Mr. Ralph Payne – Federal Aviation Administration Aviation Safety Inspector
NTSB Accident Number: WPR13LA310

Narrative:

In an email dated July 16, 2014, with Mr. Ralph Payne, the following is what he stated:

- One of the hydraulic pumps removed from XB-RSC Airplane was evaluated.
- The pump met the all specifications of the test at the Parker facilities.

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Albert P. Nixon
Aviation Accident Investigator
Western Pacific Region

Date: August 06, 2014
Person Contacted: Mr. John Schuerman - Product Support Manager, Eaton's Aerospace Group
NTSB Accident Number: WPR13LA310

Narrative:

In an email dated August 06, 2014, with Mr. John Schuerman, the following is what he stated:

- One of the hydraulic pumps removed from XB-RSC Airplane was evaluated.
- The pump was inspected and no obvious damaged was noted.
- The test performance of the pump was that it operated as designed and nearly met the new pump specifications of 2.2 gallons per minute. However, the pump did provide substantial flow of 2.06 gallons per minute.