



RECORD OF CONVERSATION

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Date: October 23, 2019
Person Contacted: John Maloney
NTSB Accident Number: WPR19FA118

Narrative:

Mr. Maloney reported that about 3 months prior, the left hydraulic elevon actuator box was removed from the airframe. The box was reinforced, along with a bigger bolt / bushing was installed to remove excess play from the system. During the same time period, the actuator had new seals installed and subsequently pressure checked. The actuator and box were reinstalled in the airplane. Following the maintenance, the airplane was placed on jack stands, and a hydraulic mule was utilized to operate the hydraulic system. The right side hydraulic elevon actuator box was inspected during this time, but not removed. The pilot was also performing about 75% of the maintenance on the airplane, including changing fuel lines, oil lines, propeller governor lines over from clamp style lines to AN fittings and modern day hoses. The purpose of the flight was a check flight in preparation for annual airshow.

Mr. Maloney estimated that the pilot had accumulated about 25 hours of flight time in the accident airplane over the span of about 4 years.