



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office
8303 W. Southern Avenue
Indianapolis, Indiana 46241

January 9, 2007

Mr. James Silliman
NTSB
31 W. 775 North Ave.
Chicago, IL 60185

Dear Mr. Silliman:

Accident SR 22 CHI06FA245

On January 3, 2007, the Stall Warning system to aircraft N91MB, located in Salem, Indiana, was tested in the presence of Cirrus Representative, Bradley Miller, who provided a test horn. The test of the Stall Warning System on aircraft N91MB was accomplished in the aircraft prior to removal of any equipment from the aircraft. The aircraft Stall Warning horn tested at 97dbm were as the test horn supplied by Mr. Miller tested at 94dbm. Both readings were taken from approximately 1 foot from the horn. The aircraft Stall Warning horn was tested by pneumatically activating the airspeed pressure switch which completed the circuit to allow the horn to operate. The tests performed were only to verify if the horn works when voltage is applied. This does not qualify as a Maintenance Manual test or Manufacturers test.

The following Equipment was removed and shipped to NTSB:

- EGPWS KGP 560: Part # 965-1198-005 Serial # 5213
- Stall Warning Switch: Part # MPL 503 Serial # N/A
- Stall Warning Horn: Part # 12854-002 Serial # N/A
- S-Tec 55X Computer: Part # 01192-34-61T-30 Serial # 0447-7578
- S-Tec A/P Pitch Trim Motor: Part # 0108-15-P4 Serial # 0520-14587
- S-Tec Elevator Pitch Servo: Part # M317M157 Serial # N/A
- S-Tec Roll Servo: Part # 317A386 Serial # N/A
- S-Tec Altitude Sensor: Part # 011 Serial # 0613
- Garmin GNS 430: Part # 0111-00280-10 Serial # 97133701
- Garmin GNS 430: Part # 0111-00280-10 Serial # 97126923

If you have any questions, I may be contacted through this office at 317-487-2443.

Sincerely,

James Muroski
Aviation Safety Inspector