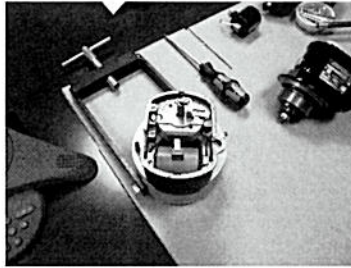


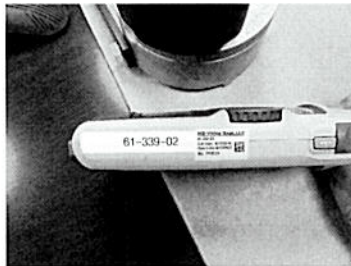
## Inspectors Statement

My Name is Cornelius J. Baker, I am an Aviation Safety Inspector assigned to the West Columbia Flight Standards District Office. I am writing this statement on August 18, 2016 from notes and pictures taken during a visit to Champion Aerospace, LLC.

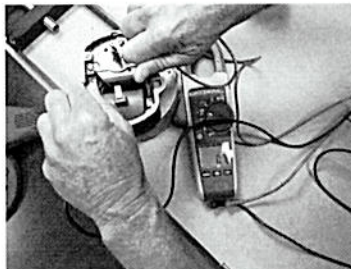
On August 16, 2016 I drove to the Champion Aerospace facility in Liberty South Carolina. Meet with Joe Logie, Technical Support Manager and Alan Woods, Manager Piston & Airframe Products. The right magneto housing with coil installed, model 4201 serial number 1011091 was removed from the sealed evidence bag. The broken piece of the cover was removed.



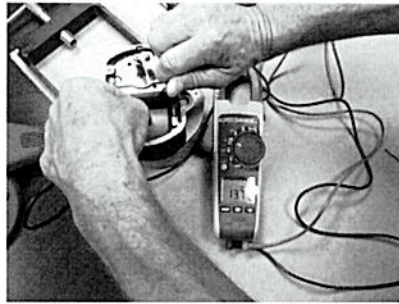
The coil was tested with a Fluke 376 True RMS Clamp meter last calibrated on June 17, 2016.



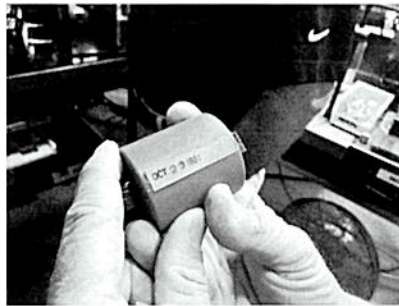
The initial readings were taken at room temperature. The primary windings were tested first and read .7 Ohms.



Secondary windings were then tested and read 13.71k Ohms.



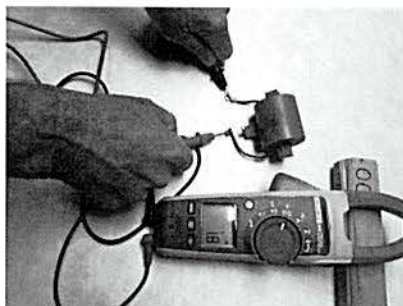
After the initial cold testing was completed the coil was removed from the housing. It had a manufacture date of October 26, 1981 ink stamped on the bottom.



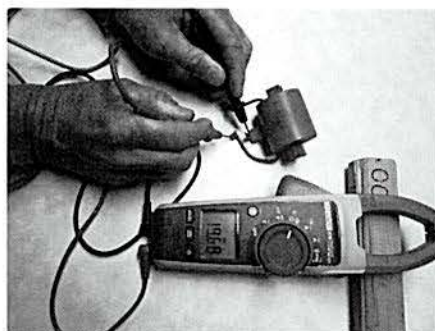
The coil was then placed in a calibrated oven at 201 degrees for 2 hours.



After the 2 hours the primary windings were again tested and read 1.8 Ohms.




Then the secondary windings were tested and read 19.68k Ohms.



The upper limit of the primary coil windings were .6 Ohms higher than the limit of 1.2 Ohms that is published in the maintenance manual. There is no published resistance reading for a "hot" coil that we could compare it to.

After my departure from Champion Mr. Logie decided to test a new coil, in the same manner as we had performed the old one. I have read Mr. Logie's report and concur that both coils reacted similarly and would have functioned normally.

  
Cornelius J. Baker  
Aviation Safety Inspector  
FSDO-SO13