

Interview with Mr. Jim Grieser at the EMI FSDO, 04/16/2019 @ 1220 EDT

*Conducted by Inspectors E. Haft and G. Knaggs*

Mr. Grieser has made no written statement in regards to this event.

Prior to any questions, Mr. Grieser was re-issued a PBR as the signature copy sent with the LOI was missing.

The inspectors inquired of Mr. Grieser's background; he is owner of a tool and die shop that also does manufacturing of various parts for the auto industry. He is the engineer for the dies for this shop. He spends about 25% of his working time in his hangar performing aircraft repair. He is most comfortable working on old, small, fabric covered aircraft.

Mr. Grieser stated that he was the one that overhauled the engine on N8892E, the IA (Shaun Hauk) just removed and re-installed it on the aircraft. He also stated that this was the first of the "Big" Lycoming engines that he had overhauled.

Mr. Greiser also told inspectors that he does not like using the Lycoming manuals, as they are hard to follow. He mentioned several times that he had contacted Lycoming to request assistance, and they worked with him in providing the necessary documentation needed for the work he was doing.

He was asked about the prop strike AD (2004-10-14) sign off, and was unsure of why he had done it that way.

He was then asked directly on the short sign in the logbook, for step 6 of the AD/Service Bulletin in regard to the torquing, he again was unaware of why it would be that way.

Mr. Grieser had the aircraft log books, Lycoming service bulletins and AD available during this interview. The engine was overhauled in 2013, and has operated approx. 60 hours.

Mr. Grieser is concerned about what happened and spent time trying to recall the information.

ASI, ERIC HAFT

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04/17/2019

Mr. Greiser made a follow up phone call to Inspector E. Haft.

During this call Mr. Grieser stated that he had been thinking about it more, and that he believes that his computer program for making log book entries and "spell check" made a correction to the entry. To make it say "excluding", correction for bad spelling. He firmly stated that would not have "short" signed it. If he did it, it was in the log book.

ASI, ERIC HAFT