



NTSB RECORD OF CONVERSATION

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NTSB Accident Number: GAA19CA074

Narrative:

The following is a summary of a conversation that occurred with the pilot and mechanic with the Federal Aviation inspector Nikolas Halatsis on 11/26/2018

Pilot

- 4000 hours of flight time (almost all Cirrus)
- Flew 7 hours post maintenance
- Post maintenance flights to be done at max 8500 ft
- 12 minutes into the flight
- Power loss passing 10000 to 15000 ft
- Tried everything
- Switched boost pump
- Made adjustments to mixer lever
- Pulled the chute at 3500 ft MSL
- Did last maintenance flight 2-3 weeks prior
- Another pilot might have flown some of the maintenance hours

Lead Mechanic

- 1st time working on this plane for the owner
- 7 hours of maintenance flight time
- 3 cylinders replaced
- Cylinders were sent out for rework then reinstalled
- Maintenance flights all below 10000 ft for the 1st 10 hours of break-in period
- Not sure if accident pilot was the only pilot to fly the airplane during those 7 hours
- Says he flies on the maintenance flights with the pilot
- He sends copies of logs with plane to owner



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Airplane

- Parachute pulled/worked
- Mixture handle center position/not cutoff
- ELT switch in the norm/not on position
- Fuel selector shutoff to right side
- Oxygen mask connected laying on seat
- Checklist laying on seat – closed
- Prop had no movement damage or strikes on irrigation equipment
- One prop damaged at root – downward compression on irrigation
- No damage on tail
- Right wing root/aft compression damage from below
- Wing appears straight
- Fuselage damage significant right bottom due to impact on metal
- 7 quarts clean oil
- Engine cowlings removed with tool
- More than one rubber electrical connector covers, hanging down not in place
- Two air lines disconnected
- Air line to right cylinder disconnected and offset
- Air line main T-intersection disconnected, inline not tightened at all
- No torque stripes on the air lines
- Air lines would have to be removed to pull and replace cylinders
- Multiple cylinders replaced – no torque stripes
- Torque stripes on original cylinders
- Air line on the left side was connected