



MEMORANDUM FOR RECORD

Stephen Stein
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

NTSB Accident Number: ERA14LA130
Aircraft Registration & Make/Model: N19VC; Vans RV-9A
Accident Location: Apopka, Florida
Accident Date: February 23, 2014

Note: The following interview was conducted by the Investigator-In-Charge (IIC), Stephen Stein.

Interview Summary

Victor Cordero
Pilot of N19VC

Interview date/time: May 15, 2014; 0810 EDT
Telephone

Interviewer was Stein.

According to Mr. Cordero, Jan Eggenfellner told him he could wait until 500 hours to install the dual mass flywheel. For purposes of this interview, Mr. Cordero was asked to disclose the details of his conversation with Jan Eggenfellner on the topic of upgrading to the dual mass flywheel. Below is the record of conversation.

Mr. Cordero stated that he began flying N19VC in August 2011. According to the pilot, the following year at Sun and Fun, he was told by Jan Eggenfellner that he could purchase the spline shaft kit and that he didn't really need the dual mass flywheel. There didn't seem to be a big emergency at the time. The pilot then stated that "it wasn't exactly 500 hours," but that he had planned to install a dual mass flywheel sometime later in 2014.

Interview Summary

Victor Cordero

Pilot of N19VC

Interview date/time: August 22, 2014; 0800 EDT
Telephone

Interviewer was Stein.

According to Mr. Cordero, he was the pilot/builder of N19VC and received his repairman's certificate for N19VC about 3 months after the airworthiness certificate was issued in July 2011. His maiden flight in N19VC was in August 2011.

Prior to certification Mr. Cordero received the kit for the Vans RV-9A airplane in 2001 and began construction shortly after. He purchased an Eggenfellner Subaru model EJ25 engine, equipped with a Gen 1 prop speed reduction unit (PSRU) and solid flywheel, from Eggenfellner Aircraft, Inc. in 2002 and installed the engine about January 2008. In 2011, prior to receiving the airworthiness certificate, Mr. Cordero paid Eggenfellner Aircraft, Inc. to remove the Gen 1 PSRU and replace it with a Gen 3 V4 PSRU. Mr. Cordero stated that he never inspected or lubricated the PSRU, spline shaft, or drive disk adapter between installation of the Gen 3 V4 PSRU and the accident flight. He also reported never receiving instruction from Eggenfellner Aircraft, Inc. to inspect and lubricate the PSRU, spline shaft, and drive disk adapter.

Mr. Cordero used his repairman's certificate to perform his own annual inspections and ancillary work on the airplane and engine. He would sometimes employ an airframe and powerplant mechanic for labor intensive maintenance.