

Memorandum of Conversation



Date: January 22, 2015

Time: 0930 central standard time

Conversation Including: John M. Nys, A&P Mechanic

Conversation Regarding: CEN14LA495, N104HN

Duration of Call: 20 Minutes

Summary & Factual Information from Conversation:

Mr. Nys is the aviation A&P mechanic who examined the airplane after the original owner/builder sold bulk wreckage shortly after the accident. Mr. Nys and his business partner acquired the bulk wreckage on September 18, 2014, and trailered it to his shop located near Tulsa, Oklahoma.

Mr. Nys stated that he was able to rotate the engine by hand and complete an engine cylinder compression check. All cylinders had compression values between 70 and 75 psi over 80 psi. The magnetos were removed from the engine and both produced spark when rotated by hand.

Mr. Nys noted that the airplane was equipped with a standard Bendix-style magneto/ignition switch. The magneto/ignition switch had the following positions: Off/Left/Right/Both/Start. Mr. Nys stated that the wiring between the cockpit magneto/ignition switch and the Bendix starting vibrator appeared to be wired correctly.

In addition to the normal magneto P-lead wire, each magneto had an additional wire connected to its P-lead terminal. These extra two wires, one yellow and one red, traced back through the firewall and terminated at a two-position cockpit switch labeled "Mag Drop Selector." The two-position switch was also connected to a multi-pin connector and wire bundle. The cable bundle to the multi-pin connector had been cut by the previous pilot/owner; presumably to remove components from the airplane before it was sold. As such, the circuit path beyond the multi-pin connector could not be determined.

Mr. Nys stated that there were no anomalies or obstructions to the fuel lines when he applied compressed air to the fuel system. Additionally, a functional check of the fuel selector confirmed its proper operation.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 01/22/2015 _

Andrew Todd Fox

National Transportation Safety Board

Air Safety Investigator