

Memorandum of Conversation

Date: August 1, 2006

Conversation Included: Norm Walters



Summary & Factual Information from Conversation:

Mr. Walters was asked how the airplane was inspected. He indicated that the airplane was maintained under an EMMA program. The program was 48 inspections and an inspection took place every 125 hours. The airplane logbooks given to the NTSB for review were the only logbooks he saw. The owner was closing on a 1976 C90. TBOs - the Moore 8,000 hour TBO did not come with the Twin Otter. The Moore program was for FAR Part 135. The pin C on the torque transducer was fixed as an unscheduled at Sullivan. Takeoff procedures were to hold temps a 680 degrees. ProTurbines performed the last maintenance on the engines. Twin Otter was purchased in 01. Autofeather was left deactivated. Five year change completed. Thought that the flaps were at 10 degrees in the witness photographs. Engine mounts werere placed last year.

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:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator