



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office

[REDACTED]
Kansas City, MO

FAX [REDACTED]

April 18, 2014

Timothy W. Monville
NTSB
45065 Riverside Parkway
Ashburn, Virginia 20147

Dear Mr. Monville:

On March 18, 2014, I traveled to Honeywell International, Inc. Olathe, Kansas with the Bendix/King KX-155 radios from Cessna 210, N732EJ, NTSB Case # ERA14FA120.

I was present for the testing of the two Bendix/King KX-155 Nav/Com's. Mr. Bill Gill was the investigator from Honeywell that did the testing and I witnessed these tests.

On April 15, 2014, I received the Honeywell report from you by e-mail. I reviewed this report and I concur with the findings listed in this report.

If you have any questions please e-mail or call me. E-mail [REDACTED] phone [REDACTED]

Sincerely,

[REDACTED]
Marvin R. Trease
Principal Avionics Inspector

Honeywell

Michael D. Foster
Air Safety Investigator

Olathe, Kansas



Mr. Timothy W. Monville
NTSB
45065 Riverside Parkway
Ashburn, Virginia 20147
Work Phone: [REDACTED]
Facsimile: [REDACTED]
E-mail: [REDACTED]

15 April 2014

Re: NTSB ID: ERA14FA120, N732EJ, Cessna 210L; Honeywell examination

Dear Mr. Monville,

Two KX155 navcoms from N732EJ was examined at our facility in Olathe, Kansas, on 18 March 2014. Inspector Marv Trease with the FAA Kansas City FSDO hand carried the components to the Honeywell site and provided government oversight during the inspection. Following the examination, the KX155s were boxed and remained in the FAA's custody.



Units arrived in sealed box



Units were still sealed in the bags

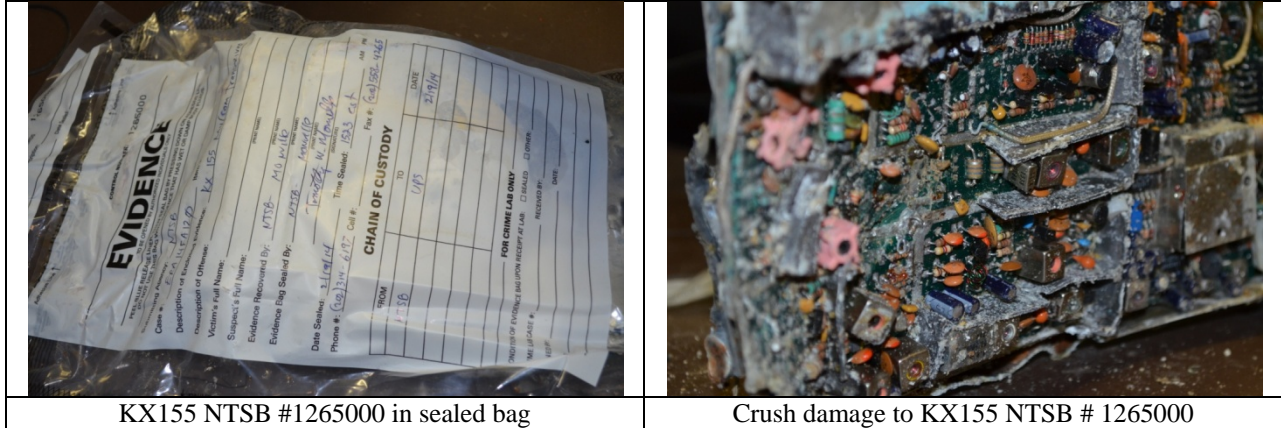
KX155

NTSB Control Number: 1265000

Honeywell Serial Number: Unknown

Honeywell Part Number: Unknown

KX155 NTSB Control Number 1265000 was impact damaged and as a result Honeywell was not able to test the unit. Additionally, the unit contained a Glide Slope receiver. Due to unit crush damage it could not be determined if the Glide Slope receiver was functional.



KX155 NTSB #1265000 in sealed bag

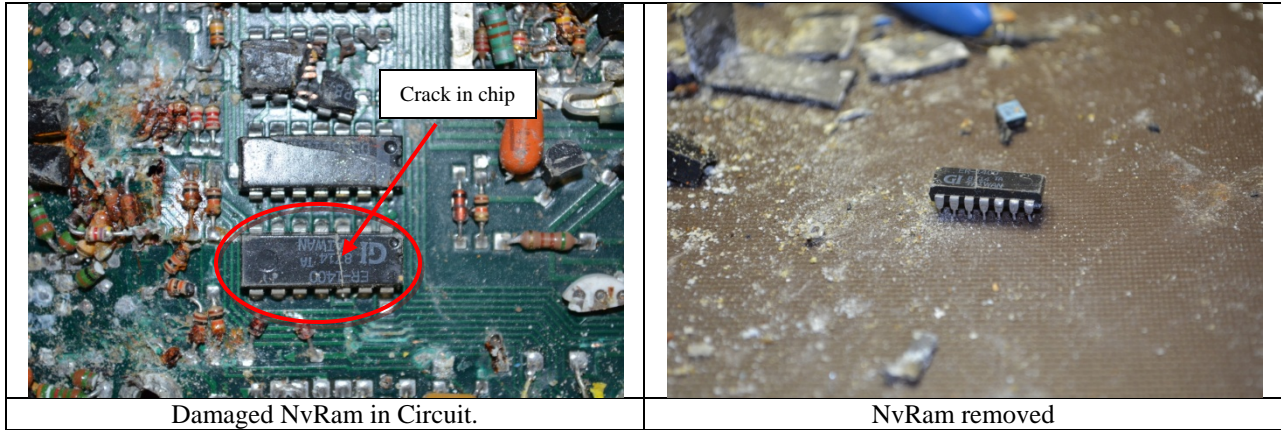
Crush damage to KX155 NTSB # 1265000

The Serial Number tag for KX155 NTSB #1265000 was missing from the unit and thus the manufacture's serial number could not be determined.



Missing Serial Tag from KX155 NTSB #1265000

Additionally, the non-volatile memory chip was damaged. The memory chip was removed and install in an exemplar unit in the hopes of recovering the stored information.

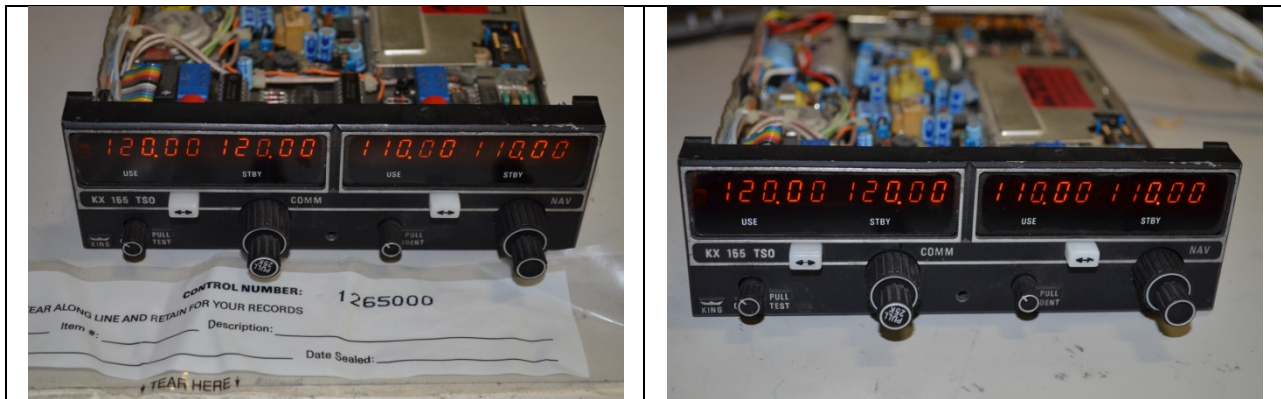


Damaged NvRam in Circuit.

NvRam removed

The NvRAM memory chip from KX155 NTSB # 1265000 was installed in an Engineering exemplar KX155 unit to read the memory contents. The unit displayed the default Communication and Navigation frequencies indicating the exemplar unit could not read the NvRAM memory device.

| COMM | | NAV | |
|---|--------|--------|--------|
| USE | STBY | USE | STBY |
| 120.00 | 120.00 | 110.00 | 110.00 |
| COMM and NAV Frequencies retrieved from the NTSB #1265000 KX155 | | | |



Exemplar unit with NvRAM device from NTSB #1265000 installed

Exemplar unit with NvRAM device removed. Simulates defective NvRAM device.

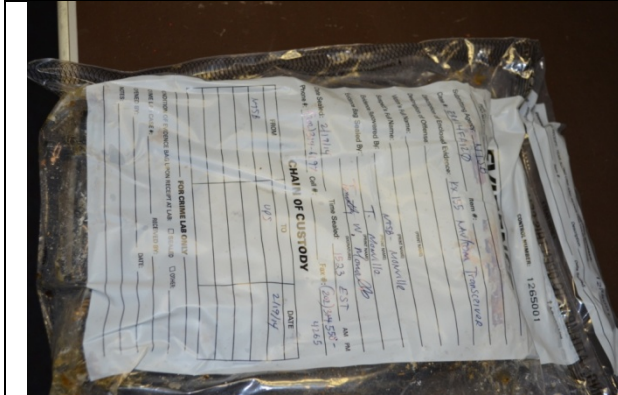
KX155

NTSB Control Number: 1265001

Honeywell Serial Number: 87195

Honeywell Part Number: 069-1024-35

KX155 NTSB Control Number 126501 was impact damaged and as a result Honeywell was not able to test the unit. Additionally, the unit contained a Glide Slope receiver. Due to unit crush damage it could not be determined if the Glide Slope receiver was functional.



KX155 NTSB #1265001 in sealed bag



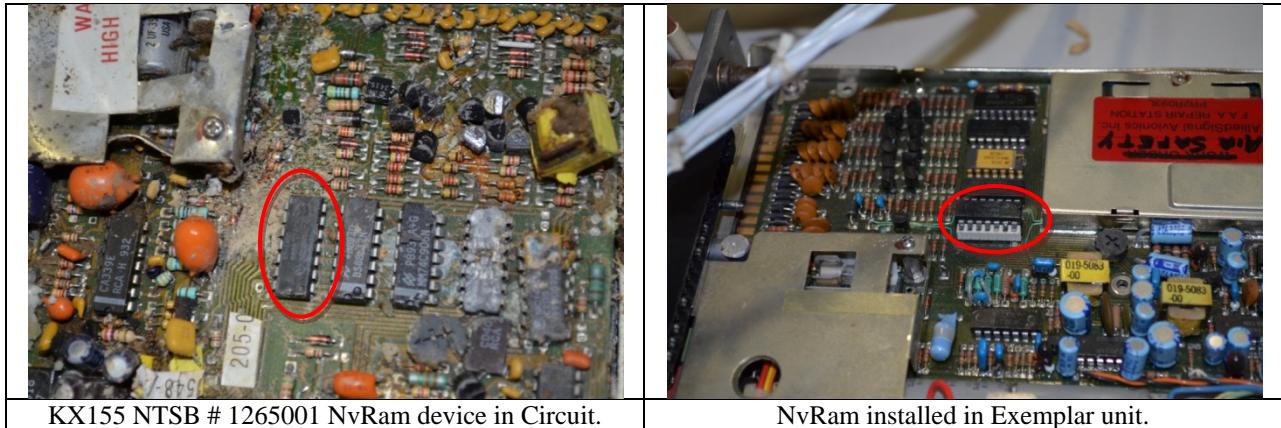
Crush damage to KX155 NTSB # 1265001

The Serial Number Tag / Data Plate for KX155 NTSB #126501.



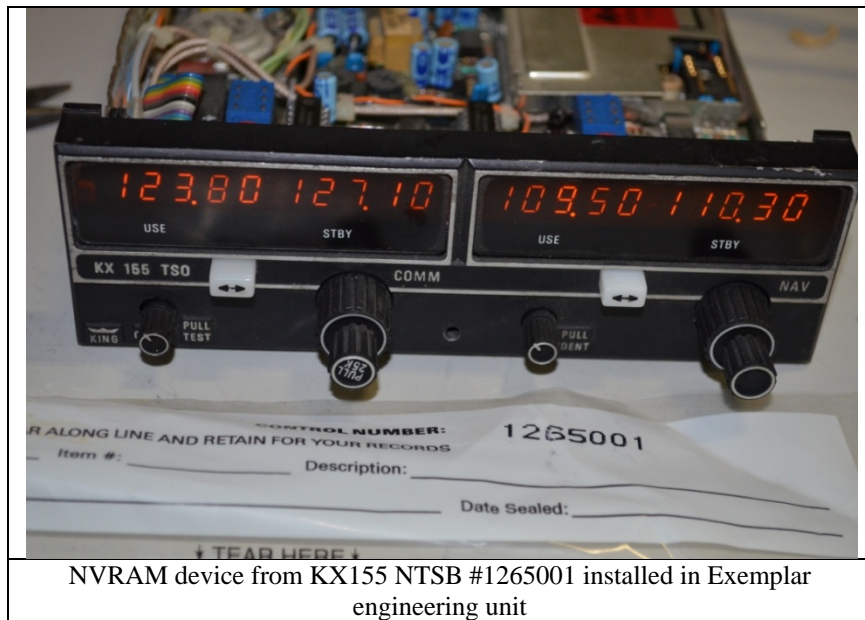
Serial Tag from KX155 NTSB #1265001

The non-volatile memory (NvRAM) device was identified and removed from KX155 NTSB #1265001.



The NvRAM device from KX155 NTSB # 12650001 was installed in an Engineering exemplar KX155 unit to read the memory contents. The unit displayed the last selected Communication and Navigation frequencies.

| COMM | | NAV | |
|---|--------|--------|--------|
| USE | STBY | USE | STBY |
| 123.800 | 127.10 | 109.50 | 110.30 |
| COMM and NAV Frequencies retrieved from the NTSB #1265001 KX155 | | | |



Thank you for inviting Honeywell to assist with your investigation. Please advise should you have questions/comments.

Sincerely,

[Redacted Signature]

Cc: Inspector Marv Trease, FAA Kansas City FSDO
Bill Gill, Honeywell file