

Honeywell

Bill Gill

Air Safety Investigator

[REDACTED], M/S 44

Olathe, Kansas [REDACTED]



Mr. Timothy W. Monville
Senior Air Safety Investigator
National Transportation Safety Board
8240 NW 52 Terrace, Suite 418
Doral, Florida 33166

May 2nd, 2013

Re: NTSB ID: ERA13FA088, N5714W, PA-28-160; Honeywell examination

Dear Mr. Monville,

The KX155 navcom from N5714W was examined at our facility in Olathe, Kansas, on January 17, 2013. Inspector Marv Trease with the FAA Kansas City FSDO hand carried the component to the Honeywell site and provided government oversight during the inspection. Following the examination, the KX155 was boxed and remained in the FAA's custody.



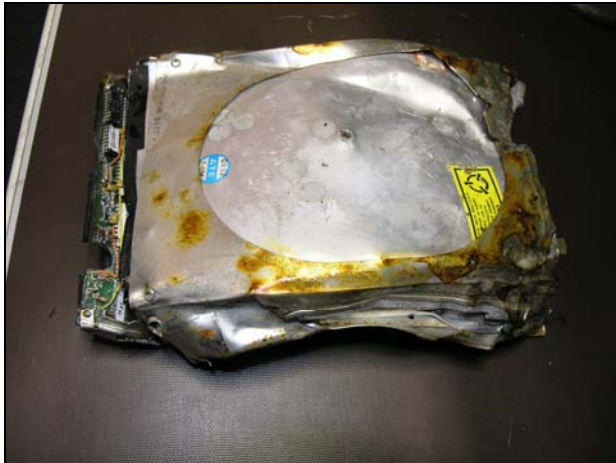
Box was opened prior to arriving at Honeywell



KX155 sealed inside an NTSB evidence bag



KX155 was sealed inside a zip-lock bag inside of the NTSB evidence bag



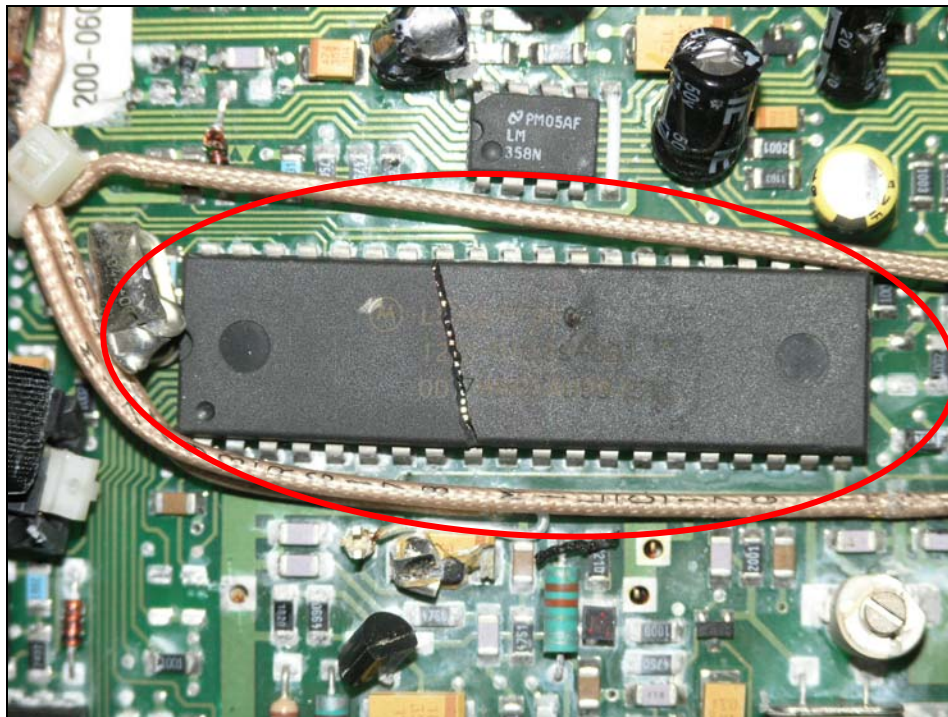
KX155 impact damaged – top and bottom views exhibit crushing damage



Front bezel partially missing



Internal view after opening the KX155



KX155 processor/non-volatile chip damaged – unable to retrieve navcom frequencies

The KX155 was impact damaged. As a result, Honeywell was not able to test the unit. Additionally, the non-volatile memory chip was damaged and the stored navigation and communication frequencies could not be recovered.

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