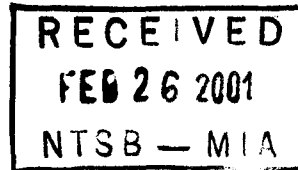


Feb.16, 2001

Mr. Timothy W. Monville  
National Transportation Safety Board



One S-TEC Way  
Municipal Airport  
Mineral Wells, TX  
76067-9236  
USA  
tel 940/325-9406  
fax 940/325-3904

Dear Mr. Monville,

[www.s-tec.com](http://www.s-tec.com)

On February 15, 2001 James Wood and Al Tatum examined two each VHF 251 Coms. and one each VIR 350 Nav and one each VIR 351 Nav. During our examination we were required to cut up the racks to extract the units for examination. The tests were conducted in the presence of Mr. Peter Kwaak, Aviation Safety Inspector Fort Worth Flight Standards District Office.

All radios were inoperative. After binary checking of switch positions gave erroneous indication, it was decided to compare channeling switch position with another radio and power up the second radio to read the frequencies. The exception was the VIR 350. This unit has channeling gears as part of the faceplate. (which was missing) and only the position of the gear drive drums were indicative of the frequency.

The following were our conclusions:

1. VIR 350 Sn 3454

Position of switches:

MHZ - between 111/ 112  
KHZ @ .60

2. VHF 251 Sn 20755

Position of switches:

MHZ @ 122  
KHZ @ .80

3. VIR 351 Sn 23076

Position of switches:

MHZ @ 112  
KHZ @ .60

4. VHF 251 Sn 19954

Position of switches:

MHZ @ 125  
KHZ @ .57

Note: Also found data tag in back of rack for a VHF 251 SN 16521  
If any further assistance is requested please feel free to call us.

Regards,  
Al Tatum



Customer Service

Ps. Radios were shipped to you on 2-15-01 Fed x pl waybill # 4314 8809 9200  
on your account.

CC: Mr. Jack Calvert  
FAA FSDO  
2221 Alliance Blvd. Suite 400  
Ft. Worth, Texas 76117

Mr. Peter W. Kwaak  
FAA FSDO  
2221 Alliance Blvd. Suite 400  
Ft. Worth, Texas 76117