


From: 
To:
Subject: Conversation with owner and technician regarding N959CM
Date: Wednesday, November 6, 2019 8:23:00 PM

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Good afternoon Aaron,

As you requested I am writing to describe the conversation I had with Mr. Morrow and the technician that was helping him the day before he crashed his plan.

I can't recall exactly how the conversation went but I will paraphrase the best I can.

Peter called me the day before the accident and said he saw one of his fuel flow indications fluctuating when he was coming into land at the airport he was at now, the indication was jumping around with big swings then back to proper indication for the power setting, I asked him if he saw any other indications of an issue with that engine and he said he didn't see or feel any indication of an issue with the engine. He put me on speaker to speak with the technician that was helping him, the tech told me that Peter had mentioned that the same fluctuations where seen in the Shadin fuel flow gauge as well as the original fuel flow gauge. I told them since both gauges where showing symptoms, I was sure the issue wasn't in the gauges but either in the transducer that drives both gauges or it could be in the wiring connection. Peter told me they couldn't duplicate the issue for the tech to see, he asked me what he should do, I told him he could go ahead and swap the transducers between the engines so if the issue did duplicate they would know if it was a transducer issue or a wiring issue. Peter said they were in no big hurry to get out of there because they were waiting on a weather system to pass and they would probably swap them in the morning.

Hope this is helpful, thank you for your service in this area, it must be difficult to deal with tragedy as often as you do.

Sincerely,

Daniel Honeycutt

Founder I CEO

Honeycutt Aviation, Inc.


Northern California's Beechcraft Specialist

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