



# NTSB RECORD OF CONVERSATION

**Eric Swenson**  
**Aviation Accident Investigator**  
**Anchorage, AK (Alaska Region)**

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**Date: 5/2/2019**  
**Person Contacted: Rick Snover (Owner/Accountable manager)**  
**NTSB Accident Number: ANC19LA016**

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## **Narrative:**

The following is a summary of a conversation that occurred with the owner of the engine overhaul company

- The engine came from the Philippines from a coast guard trade in for core value
- His company tore it down and went through the preliminary inspection
- When they inspect the pieces, they stamp an NDT stamp after the inspection is completed
- If the NDT stamp is present then the inspection was done, if there is no stamp then he is not sure if the inspection was completed
- They do all the inspections, magna flux, and measurements for the overhauled engines at their location
- When asked why the work order showed inspection magnaflux and zyglo less case and crank, he responded that the inspection would have been months ago, and he was not sure.
- He added that the chief inspector is a level 2 inspector and only comes in a couple times a week as she has a second job
- He stated again, they stamp the NDT stamp, "if that's not there then he doesn't have a leg to stand on"