



NTSB RECORD OF CONVERSATION

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Person Contacted: Murray Marien (Pilot)
NTSB Accident Number: ANC19LA036

Narrative:

The following is a summary of a conversation that occurred with the pilot

- 07/29/2019
- He and his brother were flying (separate airplanes) out of Gainesville, they stopped in Cleveland for fuel and checked weather, about 15 minutes into the flight the engine stopped
- It appeared to be a total power failure, the panel went completely dead and the engine stopped
- He then tried to restart with the boost pump to no avail
- Then turned over a meadow that he selected for the emergency landing while trying to change the ignition and master switch settings, with no changes
- After over flying the meadow again, turned toward the pasture, there was a tree in the way, the airplane got slow and stalled after maneuvering around the tree
- He does the regular maintenance
- He has a mechanic that helps occasionally
- The engine is a Lycoming O-320 with electronic fuel injection
- The annual was just completed in May/about 20 hours ago
- The engine was running well, had a few little glitches (loose wires etc.)
- The only thing he did not lose during the accident flight was the main panel screen but that has a secondary battery power
- The airplane has a VPX vertical power electrical system
- He had checked all the grounds last annual for proper installation
- The reason he checked the grounds, was that the rpm gauge had been acting up
- He took on 90 liters of fuel, had about 110 liters total, and had a header tank that had 15 liters

- 08/08/2019
- He never smelled smoke or burning during the accident flight
- The airplane was equipped with a P mag (on the left) and an EFII Ignition Coil (on the right)
 - so that the airplane would still have back up power at 8-900 RPM



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- The Vertical Power VP-X Pro solid state electrical system powered everything on the airplane
- There is no reset on the VPX-Pro
 - once he knew there was a power failure, he turned the ecu and master off to try and reset the system to no avail
- The primary fuel pump source consists of two electric fuel pumps with no mechanical pump
- The airplane electrical power goes from the master switch to the VP-X electronic breaker system
 - he had issues with it about 4 years earlier, one complete circuit failed on it, but had it rebuilt
- 08/14/2019
- When wiring the VPX Pro did you remove the essential bus/breakers?
 - All the circuit breakers get removed, and they are then “set” in the computer, when they fail, they show up on the PFD screen as an error
 - The airplane still had a few fuses and had the essential bus still installed (the switch for the essential bus was next to the master switch)
 - He did not attempt to switch power to the backup essential bus switch during the accident, (he forgot during the accident)
 - The secondary power source wired for the fuel pumps and fuel injection system is through the essential bus, as well as the ECU injectors, pumps, and mt prop are powered off the essential bus
 - Possibly if he had switched to the secondary power supply the engine and electrical power would have worked
 - If he would have switched to the essential bus, he could have flown for about an hour off of the battery with the engine running