



RECORD OF CORRESPONDENCE

Mitchell Gallo
Aviation Accident Investigator
Central Region

Date: March 6, 2014
Person Contacted: Danny Ball
NTSB Accident Number: CEN13LA258

Narrative:

In response to the question of whether the propeller blades/actuating piston were sticking, Danny Ball stated that shimming was in place on each propeller blade, which was shimmed properly and could be rotated freely and smoothly. When asked the condition of the piston seal, Mr. Ball stated that the seal was undamaged and engine oil in the cylinder dome and the red oil in the propeller were not intermixed. When asked if a compression test was performed of the propeller dome, Mr. Ball stated that all the actuation links were broken in tension during the propeller strike and a pressure check of the cylinder dome would not have rotated the blades; a pressure check was not performed. When asked what the low and high pitch stop settings were, Mr. Ball stated that the pitch stops were set with shim washers on the propeller, which were in place. The angle verification of the stops was not performed due to breakage of all the actuation links that connect the piston to the blades; the stack heights did not appear unusual. Mr. Ball also stated that the top cover of the governor had been removed; therefore, control arm clocking/travel could not be verified.

Mitchell Gallo
Air Safety Investigator