



MEMORANDUM OF CONVERSATION

Dr. David C. Bowling
Senior Air Safety Investigator
Central Region

Date: March 28, 2014

Subject: Telephone Conversation with Mr. Perry Olson, Pilot of the Accident Airplane
NTSB Accident Number and Location: CEN14LA168, Evans, Colorado

Mr. Olson told me that both his main fuel pump and his auxiliary fuel pump were wired to the main battery bus through a [circuit] "breaker". He also said that after the airplane lost electrical and engine power, and "on the way down", he pushed in on all the circuit breakers to be sure they were in.



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Dr. David C. Bowling
Senior Air Safety Investigator
Central Region

Date: April 15, 2014

Subject: Telephone Conversation with Mr. Perry Olson, Pilot of the Accident Airplane
NTSB Accident Number and Location: CEN14LA168, Evans, Colorado

Mr. Olson described as best he could recall what electric-powered components were on at the time he lost all electrical power in his airplane. He was certain that the radio, transponder, engine monitoring system, fuel pump, airplane lights, and landing gear hydraulic pump were on. When asked if he knew what the amperes were that he was drawing before he lost electrical power, he stated that he did not know what his continuous electrical load was.



MEMORANDUM OF CONVERSATION

Dr. David C. Bowling
Senior Air Safety Investigator
Central Region

Date: June 26, 2014

Subject: Telephone Conversation with Mr. Perry Olson, Pilot of the Accident Airplane
NTSB Accident Number and Location: CEN14LA168, Evans, Colorado

Mr. Olson told me that he shipped the airplane's Rotax 914 engine to Lockwood Aviation, Lakeland, Florida, for examination and repair. During a test run of the engine and subsequent disassembly and examination of the engine components it was discovered that both of the ignition modules were non-functioning. Each ignition module runs half of the spark plugs that provide spark for combustion in the engine's cylinders. The stators, which were suspect to the engine failure on March 21, 2014, were undamaged and functional. The ignition modules were replaced and the engine was test run again. The engine ran properly.

Mr. Olson said the defective ignition modules have been set aside for further examination if deemed necessary. The engine and ignition modules remain at Lockwood Aviation, until the condition inspection is completed; at which time, the engine will be returned to Mr. Olson.



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Senior Air Safety Investigator
Central Region

Date: July 17, 2014

Subject: Telephone Conversation with Mr. Aaron Whitaker, Airframe and Powerplants (A&P) Mechanic with Lockwood Aviation, Inc., Lakeland, Florida

NTSB Accident Number and Location: CEN14LA168, Evans, Colorado

Mr. Whitaker said they received the engine and the two fuel pumps at their facility. They put the engine on a test stand and connected the fuel pumps, and tried to run the engine. The engine would not start. They were getting no spark from the ignition modules. They removed the modules and bench tested them. Both modules were dead. They installed a new ignition module kit and the engine started right up.

Mr. Whitaker said the engine ran like a top. He also said that everything on the stator checked out fine. With the stator, it either works or it doesn't. Following the test, they boxed the engine and the fuel pumps up and shipped them back to Mr. Perry Olson, the owner. Mr. Whitaker said he'd never seen a situation where both ignition modules had failed. He also said he had never heard of a failure like this before. He said that both ignition modules run directly off the engine driven generator. Each module runs one of the two sets of spark plugs to the cylinders.



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Senior Air Safety Investigator
Central Region

Date: July 17 2014

Subject: Telephone Conversation with Mr. Jordan Paskevich, Safety Investigator and Support Technician for ROTECH Aircraft Engines

NTSB Accident Number and Location: CEN14LA168, Evans, Colorado

Mr. Paskevich informed me that the only thing they could think of that might cause both ignition modules to fail is excessive heat. He said that they had never heard of such a failure before and felt that it had to be connected to how the engine and modules were installed. He said it is possible that one module could burn out before the other. An ignition check during the before takeoff check would have been able to identify that.

Regarding the stator, Mr. Paskevich said that the stator can over time, build a higher resistance value. To check the stator you have to do a resistance check. But if the mechanic who inspected it said it was not an issue, it probably wasn't.