

Lindberg Joshua

From: Marion Holmes [REDACTED] >
Sent: Friday, August 05, 2016 7:26 AM
To: Lindberg Joshua
Subject: RE: N91137 CEN16LA234

Josh:

1) The alternator coupling was replaced due to a slipping clutch. It was producing electricity in a bench test, but not under a load. It was "slippage due to clutch wear" rather than failure of the gear teeth or similar. I can't speak to whether or not the shop rebuilt the old clutch assembly or replaced it entirely with a completely different assembly, but I suspect the latter. A&P Eddie Hoek [REDACTED] can provide further details including contact info for the shop that performed the clutch rebuild or provided the rebuilt clutch.

2. The nature of the "Proficiency Contest" we were flying required all participants to take off with completely topped off tanks, which are refilled upon landing to determine exact fuel consumption against the pilots predicted fuel usage, one of the primary determinants of "proficiency". Thus the aircraft's main tanks, 39.5 gallons, were filled that morning prior to take-off. However, the FBO at Ruidoso's Sierra Blanca Field manually tracked then combined all refuelings for the entire week on a sheet of paper for each airplane's N# that was then paid at the conclusion of the week's event as pilots were departing, thus my receipt is not just for that morning, but for the entire week and was not dated that morning, rather was dated on our date of departure, Saturday June 25th. The FBO "may" have retained the individual fill-up paperwork, but that is very unlikely. I can contact them if desired.

3. There were no eye-witnesses on the ground- I'm sure of that. However, Mr. David Desmond [REDACTED] is a Navion pilot who heard my initial distress radio call, and using a relative bearing and distance from KALM he found us at some point prior to the landing. It was also Mr. Desmond who contacted KALM and requested emergency services shortly before my own 911 call. He then set up a CAP overflight until he was sure emergency services were in place and we were OK. He maintained an altitude of over 1,000' AGL so his perspective was likely limited, but he did watch the terminal phase of flight and I'm sure could tell you what he saw from his vantage point.

V/R, M. Lee Holmes
[REDACTED]

On Thu, 8/4/16, Lindberg Joshua [REDACTED] wrote:

Subject: RE: N91137 CEN16LA234
To: [REDACTED]
Cc: "HOLMES, MARION" [REDACTED] >
Date: Thursday, August 4, 2016, 5:17 PM

Lee,

Could you provide some more information?

1. Final maintenance listed in the engine logbook - the alternator drive coupling was replaced. Was this due to scheduled maintenance (service bulletin) or did the previous drive coupling fail? Details would be appreciated.
2. When was the airplane fueled last and where? Do you have a fuel receipt or invoice?
3. Do you know of any eye witnesses to the accident?

Thank you,

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board

[REDACTED]

-----Original Message-----

From: HOLMES, MARION [REDACTED]

Sent: Thursday, July 21, 2016 5:57 PM

To: Lindberg Joshua

Subject: N91137 // Holmes, ML. Form 6120 Report

Importance: High

Mr. Lindberg: Sorry for the delay- lots of information I needed to chase down. 6120 is attached. Please let me know if you need anything else or clarification on my answers to any questions.

V/R,

M. Lee Holmes

[REDACTED]

[REDACTED]