



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Ralph Stahle – Director of Maintenance; Ken Fischer - Mechanic
NTSB Accident Number: CEN18FA400

Narrative:

Mr. Stahle and Mr. Fischer both work for Autopilot Central and worked on the accident airplane in December 2017, prior to the accident. During the conversation, Mr. Stahle and Mr. Fischer stated the following:

- Autopilot Central was a Cirrus Certified Service Center and had performed maintenance on the airplane since 2003
- Mr. Stahle had flown the airplane twice; during the first flight he confirmed that at an altitude of about 17,500 the airplane engine ran rough
- They troubleshooted a line issue between the upper bank of spark plugs and the magneto
- During the second flight he confirmed that the problem was rectified
- During both flights he used a nasal canula for oxygen; he did not recall seeing a mask in the airplane. He was not at altitude long enough for the hypoxia system to activate and had no knowledge of its functionality at that time
- Mr. Fischer stated that he had flown with the pilot, possibly twice, while addressing maintenance issues. He stated that the pilot wanted things done correctly and was very safety conscious.
- During the annual inspection in May of 2017 everything was routine. The oxygen bottle went through its test and was not due again until 2020. They commented that there was no way to test the hypoxic system during the annual inspection while the airplane was on the ground
- Following the annual inspection, it was routine to fly the airplane, usually at an altitude of 8 to 10,000 ft; again, too low to test the oxygen system

- There were no problems or concerns reported by the pilot prior to or following the annual inspection
- On December 28th they worked to troubleshoot a preflight test warning on the PFD, an rpm percentage indication error, and a low oil pressure warning
- The rpm error was corrected by cleaning the contact pins
- The oil pressure issue was rectified by replacing a sensor
- Reloading some of the PFD software rectified the remaining issues
- When the airplane left there were no issues; the pilot would have mentioned something immediately had there been any issues or concerns
- During the December maintenance, nothing was done to service the oxygen system in the airplane