



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator, IIC
Central Region

Date: March 18, 2019
Person Contacted: Dennis Cousino, [REDACTED]
NTSB Accident Number: CEN19LA047

Narrative:

Dennis Cousino stated that the reason for the low cylinder compression was due to scoring on the piston and cylinder walls. He said there were also aluminum fragments within the cylinder. He said that the engine was overhauled about one year prior to his purchase of the airplane by the previous owner. He said that he was “fairly certain” that the engine did not have any problems before the accident flight. He said that he installed a heater that used the engine’s cooling system, and on the following flight after the installation, there was a differential exhaust gas temperature between the two cylinders, one was high in temperature and the other cylinder was low in temperature. He said that the engine runup after the installation was normal. He said that he would provide photos of the cylinders to the IIC.

Mitchell Gallo
Air Safety Investigator