

Lindberg Joshua

From: ted Kiebke [REDACTED] >
Sent: Monday, July 29, 2019 3:23 PM
To: Lindberg Joshua
Subject: Re: NTSB Investigation CEN19LA226

Had a chance to check out the engine and found the problem. Am going to describe how the ignition system works so you can get a little smarter with the Mercury engine. The ignition starts with a flywheel with magnets that's keyed to the crankshaft. There is a stationary stator with two (2) coils that are used for the ignition. One (1) coil is used to fire three (3) plugs on one (1) bank of the engine and the other coil fires the other bank. As the flywheel turns over the coils a electromotive force (EMF) is developed and directed to the switch box (think of the switch box as the distributor for one bank of the engine, there is a switch box for the other bank also) from the switch box the EMF is sent to the individual spark plug coil where the EMF is boosted to fire the plug. In the boat world if you lose one of the stator coils the engine goes into a limp mode allowing the engine to continue running but at about one half the power. Enough to get the boat home. As I approached for my landing my rpm was sitting at 3400 and I pushed the throttle forward for more power. However, the engine was already at max power for three (3) cylinders, adding more fuel would not help. Now for a little trouble shooting. Checked the continuity from the stator coil to the switch box "checked good", from the switch box to the spark plug coil "checked good". Checked switch box, found a "open circuit" across the switch box not allowing power to the #1,3,5 spark plugs. I did a stationary check of the systems and did not run the engine, but feel confident this is the problem. When I checked the other bank through the switch box I had continuity.

Hope I didn't confuse you too much, but the system is very simple and usually lasts along time.

If I had a better landing site, am sure the 3400 rpm would have given me plenty of power for a normal landing.

Ted

Sent from my iPad

On Jul 28, 2019, at 9:04 AM, Lindberg Joshua [REDACTED] > wrote:

Also, what kind of handheld GPS were you using? Can we download the flight information?

Josh Lindberg
Air Safety Investigator
National Transportation Safety Board
[REDACTED]

From: Lindberg Joshua
Sent: Sunday, July 28, 2019 7:41 AM
To: ted Kiebke [REDACTED] >
Subject: RE: NTSB Investigation CEN19LA226

Thank you, Ted. Please let me know what you find with the engine inspection.

I will get the preliminary report submitted tomorrow morning.

Regards,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

From: ted Kiebke [REDACTED]
Sent: Saturday, July 27, 2019 9:50 PM
To: Lindberg Joshua [REDACTED]
Subject: Re: NTSB Investigation CEN19LA226

Sent from my iPad

On Jul 27, 2019, at 6:50 PM, Marty Kiebke [REDACTED] wrote:

Sent from my iPad

Begin forwarded message:

From: Lindberg Joshua [REDACTED] >
Date: July 23, 2019 at 8:35:55 AM CDT
To: [REDACTED]
Cc: [REDACTED]
Subject: NTSB Investigation CEN19LA226

Mr. Kiebke,

I will be the NTSB investigator for this accident. I have received some photos and basic information from Jennifer Rodi, but I need a bit more from you. Would you please complete the attached NTSB Accident Report Form and email it back to me when you're done?

Thank you,

Josh Lindberg

Air Safety Investigator

National Transportation Safety Board

[REDACTED]

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER

APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.

<6120 NTSB Fillable Form.pdf>

CONFIDENTIALITY NOTICE - THIS E-MAIL TRANSMISSION MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL, PROPRIETARY, SUBJECT TO COPYRIGHT, AND/OR EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IT IS FOR THE USE OF INTENDED RECIPIENTS ONLY. If you are not an intended recipient of this message, please notify the original sender immediately by forwarding what you received and then delete all copies of the correspondence and attachments from your computer system. Any use, distribution, or disclosure of this message by unintended recipients is not authorized and may be unlawful.