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Aviation Safety - Central Region

Date: December 4, 2023

Subject: CEN24LA012 Record of Correspondence

Contact: Thomas Cox, Pilot/Aircraft Owner of Zant TVAP-4, N42VZ

Thomas Cox reported that the G3i ignition interface box has no other model or serial identification marks that he could find. It was left in a half-removed state by the FAA investigators. Full removal would have required some cutting into the harness where it passes through some grommets. They choose to leave it unless it was needed for further investigation.

The MSD ignition box, model 6A part #6200,

Serial number 608602.

Both units were mounted on rubber isolation mounts on the backside of the firewall. They were both individually fused with 7.5-amp fuses. The installation instructions from both MSD and G3i say not to fuse the MSD box. The fuse to the MSD box was blown. It was his "opinion that the root cause of this was a fuse that should not have been there, and if it was to be fused it was undersized"