

Mitchell Gallo
Senior Aerospace Engineer, NTSB IIC
Aviation Safety - Central Region

Date: August 21, 2024

Subject: CEN24LA308, Record of Conversation

Contact: Basil Pelton, Airframe and Powerplant Mechanic

During a Zoom meeting with Basil Pelton, with David Robinson, Federal Aviation Administration Will Rogers FSDO in attendance, Basil Pelton was asked by the NTSB IIC what he referenced to wire the alternator on N825JC. Basil Pelton said he took a "bunch" of pictures and used them as reference to wire the alternator, and it was "not a good picture." He said that in the referenced picture, "it looked like" there was a wire connected to the auxiliary post on the alternator. Basil Pelton said that after the installation, the ground run of the aircraft was "great." Basil Pelton said "a lot of other" aircraft make use of the alternator auxiliary terminal connection. He said that he has always relied on aircraft ground runs/systems checks for problems to appear. He said a maintenance check flight is performed after he performs maintenance only if it is required but because the ground run of N825JC was good, a maintenance check was not performed. He said the engine was replaced because it was losing oil pressure and Continental Aerospace Technologies did not provide him with reason why the engine was losing oil pressure. Basil Pelton said the engine oil pressure did not just drop but "went to zero." A warranty claim was submitted for the engine and a new engine was provided by Continental Aerospace Technologies, which was installed prior to the accident.

Basil Pelton said N825JC was the first Cirrus SR22T that he worked on when the aircraft owner obtained it about 5-6 years ago. When the NTSB IIC asked Basil Pelton if he has a Cirrus SR22T maintenance manual, he said he has "access" to a manual at the Cirrus dealer and has used the manual to "look up issues." He said that he is not part of an aircraft repair station and does aircraft maintenance "on the side." The NTSB

IIC asked Basil Pelton if he could provide the photo he took that he used to rewire the alternator; Basil Pelton said he could and they were "hard to see."