

Hicks Ralph

From: Scott Strickland
Sent: Tuesday, October 23, 2018 8:28 AM
To: Hicks Ralph
Cc: Gerald Lietke
Subject: FW: N752VK acc.doc / Viking 110 manual
Attachments: center console no sw placards bat 2 on 2.jpg

Ralph,

Below is a clarification for the ASI statement I referenced yesterday. I'll be out of the office the rest of the week after today, so if you have any questions about this you can call Jerry directly at [REDACTED].

Regards,
Scott Strickland, ASI
AFG Orlando FSDO-15
[REDACTED]

Orlando, FL 32819
[REDACTED]

From: Lietzke, Gerald (FAA)
Sent: Tuesday, October 23, 2018 7:14 AM
To: Strickland, Scott (FAA) [REDACTED]
Subject: RE: N752VK acc.doc / Viking 110 manual

Scott,

The aircraft's electrical system appeared to operate as depicted on page 68.

When the ignition switch was selected in the unlabeled "run" position the alternator field wire received power and it charged normally.

In the unlabeled "off" position, the engine continued to operate as long as the batteries were charged, and at least one of the unlabeled battery toggle switches on the center instrument panel were selected.

The "Off" position simply removes power from the alternator field wire. I did not see an alternator warning light installed in the aircraft as depicted in the recommended wiring diagram on page 68.

The spring loaded, unlabeled "start" position applies power to the starter as expected.

The ignition switch is really a starter (s) and alternator field power (i) switch. The two unlabeled battery 1 and battery 2 switches (located just below the battery solenoids on the diagram) turn the engine on and off.

[REDACTED]

Gerald Lietzke
Aviation Safety Inspector
Orlando FI, FSDO SO15
[REDACTED]



Federal Aviation
Administration

From: Strickland, Scott (FAA)
Sent: Monday, October 22, 2018 4:40 PM
To: Lietzke, Gerald (FAA) [REDACTED]
Subject: FW: N752VK acc.doc / Viking 110 manual

Jerry,

I'm working on the 8020-23 form for this accident, and I could use a little clarification with regard the "ignition switch" reference in the fourth paragraph of your statement. If that switch was in the "off" position wouldn't the ignition be shut off as well? As I understood it from talking with you there's a switch that controls the alternator system so that the batteries would not be getting charged if it was left in the wrong position.

I found a copy of the Viking 110 manual that's available from the engine builder, Viking Aircraft Engines (www.vikingaircraftengines.com). I've attached the manual which I found at: <https://www.vikingaircraftengines.com/viking-110-annual-inspection.html>. The electrical system is covered beginning on page 61, and a diagram can be found on page 68. Can you confirm that this is the manual and diagram applicable to this engine?

Thanks,

Scott Strickland, ASI
AFG Orlando FSDO-15
[REDACTED]
Orlando, FL 32819
[REDACTED]

From: Lietzke, Gerald (FAA)
Sent: Monday, October 01, 2018 2:38 PM
To: Strickland, Scott (FAA) [REDACTED]
Subject: N752VK acc.doc

Revision 2