

Paul D. Faltyn

Inspector Adam M. Gerhardt
National Transportation Safety Board

November 15, 2018

Re: Radar System Information - N5044J
Radar Indicator - Model KI-244 / Serial Number 1651
Radar ART - Model KA-126 / Serial Number 1441

The radar system was removed by Dunkirk Aviation in Jamestown, New York during the annual inspection in August and forwarded to Texas AvRad for repair and calibration.

The radar system problems were verified and repaired. The system was returned to Mr. Drew's office. The KWR-56 system consisting of the Indicator and ART were installed in the aircraft. The (GPU) ground power unit was plugged in and the system turned on to the Standby Position. After 5 minutes it was switched to the Test Position.

The radar failed to display. The indicator was removed and reinstalled and the connector at the ART was removed and re-installed to verify the connectors were making proper contact. The system was tried again several times and failed to turn on.

I contacted Texas Avrad and discussed the problem with the technician. He provided me with the schematic necessary to verify if the power and ground were present from the indicator which controls the ART functions. All indications were normal.

Texas AvRad advised to return only the ART to be re-tested. The unit was returned after the second repair and Mr. Drew and I installed the ART in the aircraft. The GPU was plugged in and the system was turned on. It functioned normally and I observed from outside the aircraft that the antenna was sweeping correctly and the tilt functioned properly in the manual setting and then confirmed the indicator was functioning properly.

Everything appeared to be working normal and roughly 20 to 30 minutes later it again failed. The screen went blank and the antenna stopped working.

I again verified the correct power and ground output from the indicator in the harness. I contacted Texas AvRad again and the customer service representative agreed to ship a loaner unit to use while they tested and repaired the ART again.

The loaner unit arrived, unfortunately the unit sent was the same model number but the reflector plate I believe was 12.5 inches where as the C-310 requires a reflector plate of 10.0 inches. The larger plate would have jammed in the radome if installed.

I decided to temporarily mount that unit in the aircraft and verify the system. I plugged in the GPU and ran the unit for over an hour with no failures. Ground tested okay.

I contacted Texas AvRad again and advised of the reflector plate issue and that I was returning both units. Both units were shipped back 10/11/18.

A few days later I received a call from Texas AvRad that they verified that unit failed again and they were not comfortable returning that serial and offered a no charge exchange to which we agreed.

The exchange unit was shipped to my home, Mr. Drew had left for an extended trip to Europe. The unit arrived and I took it to the hangar and removed from the box. I placed the unit on the desk in the hangar, mounting hardware and airworthiness paperwork. (KA-126 - Serial Number 51025)

I was not aware that Mr. Drew had returned from his trip from Europe and departed again two days later. When I returned to the hangar on 11/12/18, the ART, hardware, and paperwork was not on the desk or in the hangar. I was notified of the accident by Mr. Drew brother.

I have over 35 years experience in the instrument and avionics field, I was the Executive Vice President of Aero Instruments and Avionics, Inc., in North Tonawanda, New York. I am also an A&P Mechanic, held a Instrument and Radio Repairman Certificate, and a Commercial Pilot rated in fixed wing and helicopters.

Sincerely,

Paul D. Faltyn