



RECORD OF EMAIL

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: July 6, 2016
Person Contacted: Mark Rushton (Federal Aviation Administration)
NTSB Accident Number: WPR16LA129

Narrative:

During an email conversation with Mr. Rushton, who is an avionics aviation safety inspector with the Federal Aviation Administration, he reported the following:

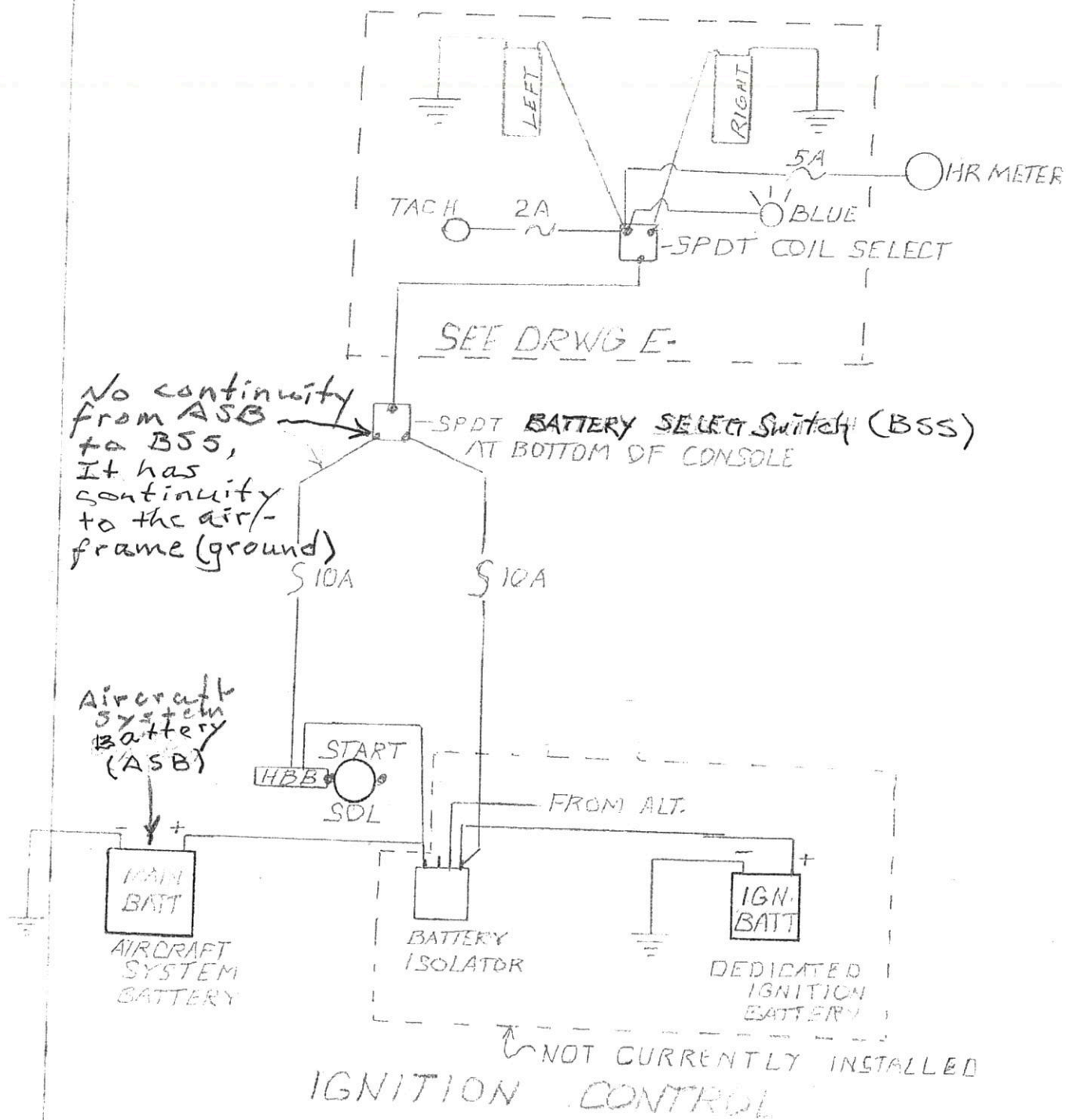
“The ignition system consists of a Mallory dual point auto racing distributor powered through dual redundant coils (see attached). Either coil can be powered by the aircraft system battery (ASB), or the secondary coil (only) can be powered by a stand-alone dedicated ignition battery (DIB). Following the engine quitting, Mr. Burkes first action, relative to ignition was to select the secondary coil, which produced no change, then to switch to the DIB, also with no change. Mr. Burkes surmises that the point he selected the DIB, the engine was grossly flood which prevented it from starting.

Our examination revealed that there was no continuity between the ASB and the battery select switch (BSS). Not only was the wiring open, but it was shorted to ground. This accounts for the initial engine failure. I have made copies of the two diagrams provided by Mr. Burkes, have added explanatory notes, and have added them to the attachments...”

The documents Mr. Rushton provided are below.

[END]

Submitted by: Samantha Link



IGNITION / MAIN BUSS

