



RECORD OF CONVERSATION

Albert P. Nixon
Aviation Accident Investigator
Western Pacific Region

Date: Nov 29, 2016
Persons Contacted: John Tuosto (Pilot of accident airplane)
NTSB Accident Number: WPR16LA149

Narrative:

During a conversation with John Tuosto, the following is a summary of what he stated:

- He accomplished the airplane exam with oversight provided by the FAA.
- Opening the cowl a piece of bolt felt out. They tried to determine where it came from.
- Timing pickup bracket – bolts to engine that the primary and secondary electronic ignition pickup.
- During the examination, it was observed that one of the magnets on the flywheel backed out and part came loose and then struck the secondary timing pickup.
- The secondary timing pickup then subsequently caused from impact force the mounting bolt of (1 of 2 bolts) the support bracket broke causing both ignition timing pickups to move (about 2 inches) which caused the primary and secondary ignition to have their timing substantially off and rendered inoperative.
- The broken bolt on the bracket was replaced and the engine started and ran on the primary ignition system. However, on the secondary ignition system, the engine could not be started due to the ignition system damage.
- He mentioned that he would take his airplane to the manufacture in Ohio. It was suggested to him to discuss the event with the airplane manufacturer about potential mitigations associated with this event.

- Suggested were a bulletin issued by the manufacturer for general awareness of the event for other pilots, and also see if an engineering type mitigation could be feasible, such as two brackets, an additional bolt, a stronger bolt etc., to potentially prevent another occurrence. Additionally, it was suggested that the magnet security be discussed for some potential mitigation(s).



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Date: Nov 29, 2016
Persons Contacted: Frank Motter (Federal Aviation Administration Inspector)
NTSB Accident Number: WPR16LA149

Narrative:

During a conversation with Frank Motter, the following is a summary of what he stated:

- He provided oversight for the airplane exam.
- A piece of a bolt felt out of the cowl and they determined it came from the timing pickup bracket.
- The timing pickup bracket, bolts the engine that the primary and secondary electronic ignition pickup.
- One of the magnets on the flywheel backed out and then struck the secondary timing pickup and fractured one of the support bolts. Impact marks were consistent with the impact.
- The support bracket broke causing both ignition timing pickups to move (about 2 inches) which caused the primary and secondary ignition to have their timing substantially off and rendered them inoperative.
- The broken bolt on the bracket was replaced and the engine was started and ran normally on the primary ignition system. However, on the secondary ignition system damage prevented its use for the engine run.



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Date: June, 2017
Persons Contacted: John Tuosto (Pilot of accident airplane)
NTSB Accident Number: WPR16LA149

Narrative:

During a conversation with John Tuosto, the following is a summary of what he stated:

- When the magnet impacted the timing pickups it moved them right and aft.
- The magnets on the flywheel are part of the ignition system for both the primary and secondary ignition pickups.
- He mentioned that the original builder of the airplane did not install the second bracket for the ignition pickups and he was in the process of installing the second attachment bracket.
- I re-emphasized the suggestion for a bulletin issued by the manufacturer for general awareness of the event for other pilots.