



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: September 7, 2017
Person Contacted: Mr. Michael Berardinelli (Previous owner of N65EW)
NTSB Accident Number: WPR17LA195

Narrative:

The following is a synopsis of the information provided by Mr. Berardinelli in a telephone conversation on this date.

- Mr. Berardinelli was the previous owner of N65EW
- He had purchased the airplane in Wyoming, and after the purchase it "sat for a while"
- Once he started flying the airplane, the engine "ate a camshaft"; he believed that this was due to the engine's dormancy period
- He had the engine removed and reinstalled by "Skyline Aviation" at KMAN
- LyCon accomplished the rebuild of the engine
 - This was when the "high compression pistons" were installed
- The engine was carbureted, not fuel injected
- The engine "was running lean," and during climbouts it ran too hot
 - Based on others' advice, he "re-jetted" the carburetor and this alleviated most of the problem
- The engine would still run warm (high CHTs) during "hard climbouts" above 7,000 or 8,000 feet
 - Temperatures were near the upper acceptable limit, reportedly specified as 450 degrees by Lycon
 - The engine did not run warm in cruise
- He put about 40 hours on the new engine
- He recalled the MTOW as being "just under 2,100 lbs," which he recalled was about "1,990" lbs [discrepancy, not typo]
- He reported the following fuel tank capacities:
 - 2 mains, L&R, 15g each tank
 - 2 tips, L&R, 10g each tank
- The airplane had a "VM-1000" engine monitor installed
 - The device was for experimental airplanes only

- o The device had no data retention (memory) capability
 - o The manufacturer was "Vision Systems"
 - o The manufacturer was out of business
- The climb charts in the POH were for the "standard" O-320 engine, not for the installed version with the "high compression pistons"
- When the pilot and the CFI took the airplane, it had approximately 10 gallons per main tank, and the tip tanks were empty
- That flight lasted about 45 minutes to 1 hour
 - o [this is in contrast to the 90 minutes stated in his Sept 6 conversation with the NTSB]
 - o He was occupied with assembling the airplane's paperwork for the ownership transfer, and thus did not pay attention to the duration of the flight
- A friend of his told him that he saw the airplane being fueled later in the day at KMAN
 - o The friend observed fuel being put in the tip tanks