



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: April 23, 2020
Person Contacted: Matthew Hood (Owner/Mechanic of the N5894Y)
NTSB Accident Number: WPR19FA093

Narrative:

During a conversation with Mr. Hood he reported the following:

The owner of the airplane reported that the airplane was purchased through installments from a friend of the family. The installments lasted about two years before the purchase was finalized in June 2018. Shortly thereafter, the airplane was flown to Florida (from Tennessee) for its annual inspection.

He was unsure the history of the airplane prior to it coming down to Florida. He estimated that the airplane flew between 20-50 hours a year. He was unsure why there was a gap in the maintenance logs between its annual inspection in 2014 and the annual he conducted in 2018.

When asked about the maintenance logbook entry involving a large magneto drop (dated 3/4/2019). He stated that a pilot was questioning if there was a bad probe on the left engine because cylinder head temperatures were "not coming online." Once they did come online, that pilot noted a right magneto drop over 300 RPM on the left engine #5 cylinder while in flight. The owner had a mechanic run the airplane up and they were unable to recreate the event.

When asked about the airframe fuel system logbook entries that occurred after its annual inspection, he replied that he does not recall due to airplane's blending together.

END.

Submitted by: Samantha Link