



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

ART FRIEDMAN (PILOT/OWNER)

Mr. Friedman stated that the oil filter had a date of June 08, 2018. The pilot stated that the airplane had amassed the flowing times in the past months: June 3.8 hours; 23 hours in August and September; 7.6 hours in October, equating to about 34 hours since after the oil change. The pilot stated that at that date he performed an oil change and an airframe and powerplant (A&P) mechanic performed an inspection of the exhaust system for leaks. As part of the maintenance, he removed the airbox (six screws) to have access to the oil filter. He placed a towel in the scat tubing (not disconnected) in an effort to protect the turbocharger from foreign object damage (FOD).

KURT GIBSON (TELEDYNE CONTINENTAL MOTORS)

It was determined that when the turbocharger was unable to rotate normally, ring seals which are used to seal the turbo charger shaft will allow oil to escape the shaft bearing area and enter the compressor section allowing oil to migrate to the upper deck pressure plumbing, then to the fuel injectors. From injectors the oil could build in the cylinders and, when inverted, drain into the fuel manifold. This migration of oil likely occurred while the airplane was inverted after impact with the sandy riverbed.

HENRY SODERLUND (CESSNA AIRCRAFT COMPANY)

The owner's manual does not contain a checklist regarding turbocharger failure, however the manual does contain information relating to turbocharger operation. I have also attached a copy of the Cessna Pilot Safety and Warning Supplement which is provided for free with every propeller owner's manual or POH. Page 85 of the pdf file provides information about turbochargers and turbocharger failure, including the possibility of a rich mixture after a loss of the turbocharger.

I would not categorize this accident as a turbocharger failure due to the fact that the cloth completely blocked the inlet tube. Due to the blockage, no induction air was capable of reaching the cylinders regardless of the ability of the turbocharger to rotate. This had the same effect as a cloth blocking the air inlet of a normally aspirated engine.

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