



RECORD OF CONVERSATION

Andrew L. Swick
Aviation Accident Investigator
Western Pacific Region

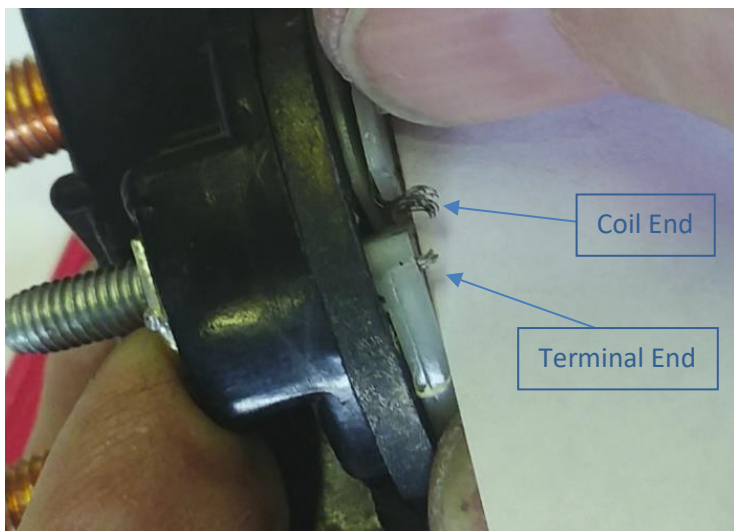
Date: March 21, 2019

Where: Phone Conversation

Person Contacted: Mr. A. Gliege (Accident Airplane Owner)

NTSB Accident Number: WPR19LA092

I spoke with Mr. Gliege who owns the airplane and is also an A&P mechanic. He relocated the airplane from the Avcenter facility at KMAN to his workshop in Middleton, Idaho. He had not started working on the airplane and was eager to see if the engine would rotate, utilizing the starter. The battery was reconnected, and the turn coordinator started to spool up. The key was turned to the 'start' position and the starter relay made no clicking sound and the starter did not rotate. A voltage tester was used, and the battery was normal. Electrical terminals were examined and were secure. The starter was disconnected at the starter relay and connected to the battery, momentarily. The starter rotated. A wire jumper was used between the battery and the hot lead of the starter relay, and nothing happened. The relay was removed and replaced. The ignition, newly replaced starter relay and starter operated as normal. Mr. Gliege was asked by me to disassemble the accident starter relay. The housing was removed exposing the copper coil. A braided wire from the coil attachment was separated near the 90° bend. Resistance between the separated wire and terminal had continuity. The relay's contact points showed normal wear. The owner sent photographs of the examination. The owner then set up the engine for a test run and the engine started with little hesitation. The idle mixture screw was removed from the carburetor and the engine would not run below 1,000 rpm. See the public docket supporting this accident for the examination photographs. The owner stated that when the spring cup was reversed, the rotational torque on the screw increased by 2 inch-lbs from the normal rotational torque of 3-5 inch-lbs.



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