



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR19LA137
Aircraft Registration & Make/Model: N3630D; Schweizer G-164B
Accident Location: Sutter, California
Accident Date: May 5, 2019

Note: The following interviews were documented by the Investigator-In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Pete Dabaghian
Director of Maintenance, Grower's Air Service

Interview Date and Time: June 17, 2019; 1454 PT

Mr. Dabaghian stated that he oversaw the service for the accident airplane, but his mechanic Dave performed the labor and explained that his mechanic would have installed the bolt, nut, spacer and cotter pin that secure the fuel control unit (FCU) interconnect rod to the FCU actuating lever.

Interview #2 Summary

Pete Dabaghian
Director of Maintenance, Grower's Air Service

Interview Date and Time: June 18, 2019; 0953 PT

According to Mr. Dabaghian, they removed the FCU to have it repaired in March 2019 and during this service, they would have had to disconnect the lower arm that connects the throttle

cable to the FCU and may have disconnected the interconnect rod as well for accessibility. Mr. Dabaghian stated that he observed his mechanic removed the arm from the lower end of the FCU.

Interview #3 Summary

Pete Dabaghian and Mechanic (Dave)

Director of Maintenance, Grower's Air Service

Interview Date and Time: June 19, 2019; 1308 PT

During this conversation, the mechanic stated that he wouldn't have any reason to remove the interconnect rod from the fuel control unit, but stated that he was sure that "at times he had and at times he hadn't."



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Interview #1 Summary

Pratt & Whitney
Engine Manufacturer

Electronic mail correspondence date and time: July 22, 2020; 0637 PT

The excerpt below was summarized from a presentation by the engine manufacturer. The graphic was also supplied by the manufacturer.

The airplane was powered by a Pratt & Whitney PT6A-34AG turboprop engine operated by three levers: a power lever, a fuel lever (condition lever), and a propeller lever. The power lever is used to control compressor speed and propeller pitch in beta and reverse. Power lever movements are transmitted from the cockpit to the FCU, which controls fuel flow to the engine. From the power idle to full reverse positions, the power lever can increase compressor speed and change the propeller blade angle into reverse pitch. The fuel lever delivers fuel to the combustion chamber in coordination with the lever position. The propeller lever controls propeller speed and allows the pilot to feather the propeller on the ground or during flight if necessary.

During engine operation, a reversing cam and FCU actuating lever coordinate inputs from the three cockpit controls with the FCU and propeller governor. The FCU interconnect rod joins the FCU to the propeller governor through the actuating lever and reversing cam. According to the engine manufacturer, if the interconnect is disconnected during flight, the FCU arm, which moves the spring-loaded compressor speed scheduling cam within the FCU, will rotate counter-clockwise under spring tension and bring the operating condition of the FCU back to idle power automatically. The FCU arm will remain at idle as long as the interconnect rod is separated.

