



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher

The following is a summary of conversation:

GARY MARQUISS (PILOT)

The pilot stated that the owner of the airplane was Carey and Gloria Clark. Mr. Clark had a heart attack the day before the accident and his brother was flying the airplane to bring Ms. Clark back to her home in Wyoming. They were departing out of the ranch which was only accessible by airplane or by hiking in (several accommodations that people could rent to stay the night). The pilot stated that he was performing a departure to the east. After becoming airborne, reaching about 75 feet above ground level, the engine began to "unwind" or experience a partial loss of power. The pilot thought that he might've taken off on an empty tank and attempted to troubleshoot by switching tanks. He thought he might have accidentally turned the fuel selector to the off position while troubleshooting. The pilot heard the stall warning horn and lowered the nose resulting in the airplane colliding with willows off the end of the runway. The airplane nosed over and came to rest inverted.

The pilot estimated that there were about 30 gallons of fuel each tank. He did not know the reason for the loss of engine power but opined that he possibly leaned the engine to aggressively for the density altitude. The airplane was equipped with an IO550. He stated that the wind was calm.

DONNA JONES (STC HOLDER – DAVIS AVIATION)

From details in the file, Davis Aviation supplied the factory reman IO-550 F20BR s/n 1002424 (300 HP @ 2700 RPM continuous) as part of his STC propeller kit package. He turned in an IO-520F engine (300 HP @ 2850 RPM for takeoff, 285 HP @ 2700 RPM continuous) s/n 553378 as the core. Original equipment on the 1965 P206, s/n P2060131 would have been an IO-520A (285 HP @ 2700 RPM). I'm not sure how the IO-520F engine was installed previous to our IO-550 F STC installation. You would need to refer his logs to see if it was field approved or de-rated to 285 HP (or converted to the A model).

It appears from the original notes when we quoted the STC package that he had the original McCauley D3A32C77 and IO520F (9) spec.

We supplied a new McCauley D3A34C402/90DFA-10 propeller and standard Cessna spinner (the same on he had - just a new replacement). The serial number on the propeller is not noted in the file though. We would have dropshipped the propeller and spinner from the factory.

The engine would have been dropshipped from Mobile Alabama also. The engine would have had an engine driven fuel pump with it. I'm fairly certain it would have been the same part number as the original pump. There was an altitude compensated fuel pump in the IO-550F specs but this engine had the standard fuel pump when it was supplied from the factory. Actually the same part number that the IO-520 F engine would have had installed. The aircraft would have had a boost pump, which is not changed. Most of the

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accessories transfer to the IO-550 engine as this is a drop in type conversion. You change out the tachometer and MP/FF gauge and trim up the metal baffling for a tapered cylinder design of the 550 engine. You follow the aircraft and engine and propeller manufacturer continued airworthiness practices.

There is a SID 97-3 supplied that gives you the parameters for setting up the fuel flow (metered and unmetered). We generally send a copy with the STC package just so they don't have to pull it.

For the STC's, Bonaire Aviation just picked up where Cessna left off in the late 1980's when they stopped manufacturing aircraft. The IO-550 F engine would have been standard equipment on the Cessna 206's. When they started manufacturing the 206 again - McCauley, Cessna and Lycoming are all Textron now so the new Cessna aircraft have Lycoming engines rather than Continental.

Recommended TBO on the engine would have been 1700 hours or 12 years. That's since been changed to 1900 hours or 12 years (with an optional 200 hours if you meet the criteria). The propeller 6 years or 2000 hours.

We do sell for Electronics international - normally engine analyzers (MVP-50P, etc). We did not supply any EI gauges of any sort for this aircraft. I don't think I've ever supplied EGT or CHT units. So those would have been acquired elsewhere. The STC for the IO-550 says calibrate and remark your gauges as necessary. They offer secondary gauges and in more recent times, I'm pretty sure primary units. You may need to refer to their website. www.buy-ei.com for additional detail or contact them.

We supplied the MP/FF gauge. The packing slip shows the serial number. I'm sending under separate scan with the STC documents. None of the other gauges were supplied by us. Our STC indicates to calibrate and remark your existing gauges for EGT, Oil Temp, CHT, etc.

It looks like he supplied his own tachometer also. The FF placard appears to be our placard.

The boost pump is not changed by the STC.