



INTERVIEW SUMMARY

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Person Contacted: Sam LAUREYS, Investigator of Air Accidents, Air Accident Investigations Unit - Belgium
NTSB Accident Number: WPR19LA222

Narrative:

Mr. Laureys performed oversight of the test and data extraction for the ULPower ECU (PN E080502A), at the facilities of ULPower on October 21, 2019, and November 20, 2019.

The results of the data extraction are contained in the public docket.

During those examinations, the following conclusions were reached:



AAIU-2019-08-15-01-N662WB

Conclusion:

1. Although unfortunately some data were lost, the last 2'58" of the ECU recording during the accident flight could be retrieved. This corresponds with the EFIS log before the RPM drops to zero. This means that the power supply to the ECU was interrupted at that time, indicating that the engine stopped due to this loss of power supply.
2. The test runs on 21/10 showed that the ECU is still functioning properly

According to representatives from ULPower, dual ignition systems have been available for many years, and were initially documented in the first edition of the digitized installation manuals during 2013/2014.