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All persons listed were interviewed by NTSB personnel:

The following is a summary of conversation:

STEFAN TEODORESCU (WITNESS)

I am based with Castle & Cooke at Vann Nuys airport.

On August 2nd I came to the airport for a flight I had to complete. Castle & Cooke owns 3 ramps and my plane was staged on the North Ramp - at the base of the control tower. As I was riding the shuttle from the FBO to my airplane, I saw the single engine aircraft crash.

It drew my attention because of the unusual attitude. It was traveling horizontally in an East - to - West direction but in an extreme angle of bank. From where I was, I saw the aircraft was banking at a 90 degree angle - right wing pointing at the sky, left wing at the ground. To me, it looked like the aircraft was trying to perform a "short approach" but what seemed out of the ordinary was it's extreme flight attitude and relative position from the runway. It was almost aligned to the threshold for runway 16Lt at an altitude I am estimating to be of about 200 feet - relatively high for the approach and very close to the runway itself. It drew my attention because it was flying almost straight in this extreme bank attitude, without trying to turn in order to align itself with the runway, it was flying almost perpendicular to it. Then, all of a sudden, I assume they stepped on the left rudder because the plane simply turned 90 degrees and transitioned from a horizontal flight to a vertical dive, hitting the ground nose first. As I said, I did not observe the airplane trying to gradually lose altitude, it simply went from a horizontal to a vertical flight path, while maintaining this extreme bank angle.

I was not able to hear the engine noise due to the fact that I was riding the FBO shuttle, but from our vantage point we had a very clear image of the accident. We saw the impact and the subsequent explosion. It was a sad day.

Hope this can shed some light into the accident.

DON JONES (DYNON)

The Dynon representative confirmed that the SportCruiser in question was equipped with a Rotax 912UPS-2 engine and featured a Dynon EFIS D100/D120, along with a Skyview HDX (SV-HDX1100).

When asked about what warnings the pilot might have received in flight, the representative explained that in the event of an Exhaust Gas Temperature (EGT) warning, the system is designed to alert the pilot audibly in the headset with the phrase "EXHAUST GAS TEMPERATURE" if the EGT temperature enters the red zone. However, this only occurs if audio warnings have been activated in the setup menu.

In response to questions about default settings for EGT high/low values and temperature spread, the representative clarified that these settings are user-configurable. The ranges for various sensors, including EGT, should be set according to the engine manufacturer's specifications. The default settings are not automatically applied based on engine model entry alone; they need to be configured by the user or manufacturer.

The representative added that, while they can provide guidance on how to set these ranges, the aircraft manufacturer is likely to have more specific information. In most cases, manufacturers create a configuration file for new aircraft to streamline the setup process. The representative suggested that if the aircraft manufacturer could provide this file, Dynon could review it to determine how the warnings were configured for this particular aircraft.

JORDAN PASKEVICH (ROTAX)

The half-moon curve at the bottom of the slides is not aligned with the bore of the carburetor. The misalignment of the piston slides is known to cause vibrations (rough running), high mag drops and could potentially affect the overall performance of the engine.

They did change the floats, which doesn't interfere with the piston slides since those are positioned at the bottom of the carburetor. At some point, the tops of the carbs were removed, and the piston slides weren't properly clocked (positioned). This misalignment could have caused the rough running and high mag drop they were likely trying to troubleshoot.

Now to address your other e-mail questions:

The maximum EGT for the 912ULS engine is 880°C (1616°F). Rotax does not provide specific information regarding minimum, normal, or EGT split temperatures, so it's up to the airframe manufacturer to set the instrument limits (caution/yellow, warning/red).

EGT

Exhaust gas temperature	
Max.	880 °C (1616 °F)

At idle (around 2000 RPM), the EGT for cylinders #1/2 is usually slightly lower than for cylinders #3/4. This occurs due to the uneven intake manifolds—longer runners on #1/2 create a richer mixture, while shorter runners on #3/4 result in a leaner mixture. This difference is also noticeable on the spark plugs, with the electrodes for #1 and #2 generally appearing darker. Once the engine operates between 2500 and 5800 RPM, the mixture evens out across the cylinders, and the EGTs should sync up.

These engines don't have manual mixture control because they use Constant Depression (variable-venturi) carburetors, which automatically adjust the fuel/air ratio based on air pressure. The fuel jet opening is controlled by a tapered needle that slides inside the jet, operated by a vacuum-driven

piston. This makes proper orientation of the piston slides important for optimal engine performance.

During cruise, EGT temperatures typically range from 1250°F to 1450°F, with an average in the 1300s. While several factors can influence these temperatures, you generally won't see a spread greater than 125°F between cylinders. A normal spread, depending on throttle position and other variables, is usually between 15°F and 100°F.

On a Dynon instrument, you may receive a "spread" alarm if the difference between cylinders becomes too large (faulty EGT probe etc.)

DAVID BILIK (CRUISER AIRCRAFT)

SportCruiser S/N C0522 was factory equipped with Dynon SkyView avionics system including Dynon SV-D1000 display and SV-EMS-220 engine monitoring module.

The EGT factory setting is as follows:

ALARM	SELF-CLEAR
MAXIMUM GRAPHICAL DISPLAY	1832 °F
MINIMUM GRAPHICAL DISPLAY	572 °F
RANGE 1	
ENABLE	YES
COLOR	YELLOW
TOP	572 °F
BOTTOM	-13 °F
RANGE 2	
ENABLE	YES
COLOR	GREEN
TOP	1562 °F
BOTTOM	572 °F
RANGE 3	
ENABLE	YES

COLOR	YELLOW
TOP	1616 °F
BOTTOM	1562 °F
RANGE 4	
ENABLE	YES
COLOR	RED
TOP	1832 °F
BOTTOM	1616 °F
RANGE 5	
ENABLE	NO
COLOR	BLACK
TOP	32 °F
BOTTOM	32 °F