

Fabian Salazar
Air Safety Investigator
Western Pacific Region

Date: July 11, 2024

Subject: WPR23LA177 / Record of Conversation

Contact: Paul Bragg, V & R Aviation, Airframe and Powerplant Mechanic (A&P)

In a telephone conversation with Mr. Bragg, he provided the following information. Mr. Bragg had the Director of Maintenance for V & R Aviation present, Mr. Robert Fogelson.

- He was employed at V&R Aviation as an A&P mechanic.
- Mr. Bragg signed his portion of the inspection off as a 100-hour inspection. He is an A&P only and not an Inspection authorization (IA). Mr. Fogelson, an IA, then signed off the annual inspection.
- They removed the battery for maintenance and when they reinstalled it, he mistakenly installed it backwards [positive cable to the negative post and the negative cable to the positive post]. He stated that the battery cables were equal length, and they were not marked for polarity. Mr. Fogelson stated that they were marked backwards and explained that both cables were red, and someone had wrapped one with black tape. The cable with the black tape was the positive cable.
- Neither Mr. Bragg nor Mr. Fogelson recalled who exactly removed and reinstalled the alternator. Mr. Fogelson stated that when they change the alternator, they loosen the set bolt, relieve the tension, and pull the belt off, loosen the other bolt and pull the alternator off, "as the book says."
- Mr. Fogelson stated that he couldn't see why they would have pulled the fuel line off unless it was in the way.

- Mr. Fogelson stated that he and Mr. Bragg have a procedure where they place a ribbon on a component if they are walking away, so that it isn't forgotten.
- Mr. Bragg stated that for B-nuts, they use cross-check torque-seal.
- Mr. Bragg re-iterated that if they took off the fuel line it would have had torque seal on it.
- Mr. Bragg stated that he couldn't see any reason why the fuel servo outlet hose would have been disturbed when removing or reinstalling the alternator because the alternator is higher up on the case on the engine and the fuel servo is down low.
- Mr. Bragg did not recall removing the fuel line and couldn't think of anything done on the 100-hour that would have required removing the fuel line of the hose that the fuel line ran through.
- Mr. Bragg would have to look at the work order to determine if he was even the one who worked on the alternator. He reiterated that he would not have taken off the hose for the removal of the alternator nor the annual [inspection] under normal conditions.
- Mr. Fogelson stated that they use the on-line digital maintenance manuals, and they use the maintenance manual checklists.

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Contact: Robert Fogelson, Paul Bragg, V & R Aviation Director of Maintenance

In a telephone conversation with Mr. Fogelson, he provided the following information.

- He was the Director of Maintenance for V & R Aviation.
- He has a mechanic named Paul Bragg.
- When Paul performs work, Bob checks the work done.
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- The annual inspection for N777CF was so long ago, Mr. Fogelson did not recall the specifics of the checks.
- He stated that typically he would not disconnect anything that didn't need disconnecting and he had the opinion that there is ample room to remove and reinstall an alternator without disconnecting the fuel line.
- Their maintenance shop uses digital maintenance manuals, and the shop has access to the Textron manuals.

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Date: January 3, 2024

Subject: WPR23LA177 / Record of Conversation

Contact: Steve Cotton, Slick Operations Manager, Aircraft Magneto Service

In a telephone conversation with Mr. Cotton, he stated that his team examined the two magnetos (F16HA264R, and F16GA384R). After examination he believed there was no reason that the magnetos would stop the engine from operating. H stated that the magnetos were timed correctly, and the magnetos were tested in cold and hot conditions and were within limits.

The examination did not find any mechanical malfunctions or anomalies that would have precluded normal operation.

In a follow up conversation with Mr. Cotton, he confirmed that the magnetos were partially disassembled and not assembled in a usable condition prior to returning the magnetos to the owner.