

Clint,

FAA ASI (Mx) David Longan and I met with Jesse Tubbs today. The IA who did the annual, etc. is Tom Farrell, who has a shop in the Sterling area.

2/6/2019: FAA ASI D. LONGAN and I went to meet with Airman TUBBS at 10:00 at his business in Soldotna. The maintenance books for N7640D (aircraft, engine, and propeller) were available for review. We talked with TUBBS about maintenance of the aircraft. ASI LONGAN took photos of the last pages of each Maintenance book.

INTERVIEW WITH AIRMAN: JESSE TUBBS had one mechanic do all the maintenance on the aircraft since he has owned it. The Annual Inspection had been completed in September 2018. During that inspection, the engine had been thoroughly cleaned, which is perhaps why the alternator and associated wiring looked so bright. The alternator had been installed several years ago, and nothing had been changed in that area during this year's Annual. There had been approximately 40 hours of flight since the recent annual.

The only item that had been changed was on the steering arm in a different section of the engine compartment. JESSE's habit was to check around the cowling and in the engine compartment prior to any flight. On the day of his last flight, he had specifically looked at the oil cooler and attachments, as he does on every preflight. There were no oil leaks at the time of the preflight. The engine would hold eight quarts of oil. He will typically let it get down to six and one-half quarts, and then add another. He did not recall the last time he had to add oil, as the engine did not use much.

He estimated that he had been flying about 30 minutes prior to smelling the burning oil and having engine problems. The leak must have started during that time.

ACTION TAKEN: ASI LONGAN was going to speak with the IA who performed the Annual Inspection, to see if he recalled any other pertinent items.

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