

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME ~1000	DATE 20220805
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Visit with Mr. Josh Mastre at his hangar, Soldotna Airport Inspector Fred Adams present, and later in visit also Inspector Chip Versaw Eventually met with Mr. John Whittemore there, owner and pilot of aircraft			
SUBJECT Look at N58SQ, accident aircraft, experimental ambuilt kit SQ-2, s/n 2009, mfg by 5 Rivers LLC (See also, photos to accompany Record of Visit 20220805)			
DIGEST [Transcribed from handwritten notes taken 20220805...] N58SQ, 5 August 2022 at Josh Mastre's hangar			
-- Took photos of aircraft in general (photos 1-35)			
-- Fuel in tanks, even with wings bent down, fuel was at filler caps (photos 36-38)			
-- Order of compression by photo (photos 39-43)			
-- #1 cyl was 59/80 at first - reset prop, then 76/80			
-- #3 cyl was 76/80			
-- #2 cyl was 74/80			
-- #4 cyl was 76/80			
-- Oil on #4 cyl bottom spark plug probably due to aft bottom cylinder location (plug photos 44-46)			
-- Fuel bowl, fuel in bowl, screen clean, but screen fell in oil pan so had oil in photo (photos 47-51)			
-- Breather tube out at top but appears to have been jammed up that way from crash, no obstructions (photo 52-55)			
-- Carb heat controls connected but jammed because airbox munched (photo 56)			
-- Prop control worked high low (no photos)			
-- Throttle control worked (photos 57-58)			
-- Mix control worked (photos 59-60)			
-- Oil filter removed and cut open, oil filter pretty clean with two specs (one ferrous, one not) on the entire stretch of the oil filter (photos 61-65)			
-- Carb filter finger screen clean (photo 66)			
-- Airbox munched into carb and difficult to remove (photo 67)			
-- Fuel in carb difficult to see if water/debris present as airbox all around the carb fuel drain, but eventually could see there was no water and debris was minimal (and what minimal there was probably from the run through the airbox (photo 68)			
-- Fuel staining on carb venturi outer and inner surfaces (photos 69-72)			
-- All hardware for butterfly for carb present (photos 71 and 72)			
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CONCLUSION, ACTION TAKEN, OR REQUIRED			
Went through notes with Josh. Met with John Whittemore, and asked if I could take a look at the aircraft records and take photos of them, which he agreed to. Annual condition inspections regularly performed and current. Current weight and balance available, as were the Special Airworthiness Cert and Registration Cert [noted Registration Cert shows expired registration, but application had been made and was on file at aircraft registry for current registration]			
DATE 20220904	TITLE Aviation Safety Inspector	SIGNATURE Frederick Gordon Adams  Digitally signed by Frederick Gordon Adams Date: 2022.09.04 18:22:27 -08'00'	

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- Fuel flow satisfactory from left and right selection on fuel selector (photos 73-74)
- P-mags installed on this aircraft, and at first could not see spark while rotating prop (no photos)
 - Josh found mag switches at right wing root shorted (photo 75, of front of switches)
 - After unshorting switches sparks present from both mags, top and bottom plugs (no photos)
 - Wing root short appears most likely caused after impact
- Fuel system appears to be intact, minus breaks at:
 - Fuel quantity tube lower fitting on left wing root (photo 76)
 - Fuel fitting to the carb (photo 77)
 - Both breaks appear to be from impact
- Suction oil screen clean, only a couple of carbon particles (photo 78)

[Other notes after the visit: N Number on Identification Plate was the previous N Number for the aircraft, per record review]