

Memorandum of Conversation

Date: January 15, 2014

Time: 1500 central standard time

Conversation Including: FAA Inspector Rod McLaughlin
Kansas City FSDO

Conversation Regarding: CEN14LA112, N4505Z

Duration of Call: 15 Minutes



Summary & Factual Information from Conversation:

Inspector McLaughlin reported that a postaccident examination of the wreckage established that there were no mechanical discontinuities within the engine drivetrain, valve train, or the accessory section. All four cylinders produced compression/suction while the engine crankshaft was rotated. The mixture control cable was found broken, and the carburetor mixture control arm was found safety-wired in the full-rich position. Both magneto assemblies exhibited water contamination. The right magneto provided spark when rotated. The left magneto did not provide spark when rotated. No fuel was located within the airplane fuel system, although it had been submerged in fresh water for nearly a week. The accident engine was a Lycoming model O-235-C1B, serial number L-6815-15. The recording tachometer read 2,557.94 hours at the accident site.

Inspector McLaughlin stated that the Taney County Sheriff Dispatch received the initial 911 phone call at 1949 central standard time.

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 01/15/2014 _

Andrew Todd Fox

National Transportation Safety Board

Air Safety Investigator