



## RECORD OF CONVERSATION

**Joshua Lindberg**  
**Air Safety Investigator**  
**Central Region**

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**Date: 5/28/14**

**Person Contacted: Sam Taylor and Jon Jeffries – FAA (CMH FSDO)**

**NTSB Accident Number: CEN14LA233**

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### **Narrative:**

In a telephone conversation with Mr. Taylor and Mr. Jeffries, they stated the following:

- Mr. Jeffries provided oversight for the engine examination and test run at the Hangar 6 facility
- They set up the test fuel system to feed fuel directly to the airplanes fuel selector valve
- After ridding the system of an air lock, the engine started and ran normally
- The engine ran at 2000 RPM for a few minutes to warm up
- The fuel selector handle was observed and actuated - this revealed that it was very worn and old
- The fuel selector had a lot of “slop” and the detents were very worn down and obviously not in good condition
- The engine continued to run as they moved the fuel selector handle to select other fuel tanks
- The selector handle was then placed in between all of the tanks so that it was not selecting any specific tank. The engine continued to run
- The fuel selector was placed in the OFF position. The engine continued to run. After a few minutes the engine would surge and “hunt” like it was struggling to run. A few more minutes passed and the engine finally stopped running
- Then the engine was set up like an in-flight situation. The throttle was set to cruise power and the mixture was set for lean of peak. The fuel selector was again placed in between each detent and the engine continued to run
- The selector was again placed in the OFF position and the engine continued to run. Like the first time, the engine “hunted” like it was struggling to run and finally stopped
- The engine idle was checked and it was running about 900 RPM which is above normal idle
- The engine would continue to run when the throttle was at idle and the fuel selector was OFF

- Mr. Jeffries surmised that the worn fuel selector valve was malfunctioning and still providing fuel to the engine when it was not supposed to.
- This fuel selector valve had obviously not been serviced recently and the associated FAA Airworthiness Directive had not been complied with during the most recent inspection.

End of conversation.