

N441MS

Inspected aircraft at the request of Todd Fox of the NTSB:

- Checked fuel quantity and determined there was adequate fuel in main tank for flight.
- Checked main fuel tank vented fuel—cap vent appears to work normally.
- Turned engine over by hand and noticed that the engine appears to have adequate compression.
- Observed owner remove a spark plug from each cylinder. Examined the two spark plugs—no discrepancies noted with either spark plug. Combustion residue appears normal.
- Inspected top of pistons through spark plug holes—no anomalies noted with top of pistons.
- Placed finger over each spark plug hole and turned engine over by hand—noted adequate compression and suction with piston movement. Confirmed piston, connecting rod, and crankshaft continuity with both cylinders.
- Inspected fuel pump, ignition unit, and ignition wiring for obvious defects—none noted.
- Inspected throttle control—both carburetor controls are in working order. Third control to oil pump is jammed as a result of the impact (but does not affect basic engine operation).
- There appears to be no obvious reason why engine should not run. Reinstalled spark plugs and reattached spark plug leads. Inspected engine for possible safety hazards (e.g., loose parts, leaking fuel, etc.)—seeing none we decided to attempt to run the engine.
- Engine cranked over and started after a few rotations. Engine died. Attempted a restart and this time the engine ran normally. Owner was able to accelerate and decelerate the engine rpm, engine idled and would accelerate with no obvious problems.
- This technician could not determine cause of engine failure on 20-June-2014.
- Please note the owner, Mr. Michael Schumacher was present during the entire inspection and was very cooperative and helpful.
- Called Mr. Todd Fox and reported the above findings verbally.

Respectfully submitted 23-June-2014.

Ralph Kuchenbrod

A&P [REDACTED] I.A.