

Memorandum of Conversation

Date: 18 May 2017

Time: 1015 central daylight time

Conversation Including: Todd A. Evans; FAA Inspector

Conversation Regarding: CEN17LA186, N3976K

Duration of Call: 45 Minutes



Summary & Factual Information from Conversation:

On May 17, 2017, Inspector Evans examined the accident airplane (Piper PA-28-140; N3976K) at the Davis Field Airport (MKO), Muskogee, Oklahoma. The airplane had been previously recovered from the accident site to the ramp located at MKO. Inspector Evans observed substantial damage to the left wing, immediately outboard of the left wing tank. The main wing spar and at least one nose rib were damaged. Inspector Evans also observed minor leading edge damage to the right wing, immediately inboard of the fiberglass wingtip. Additionally, the nose landing gear fork had separated from the strut.

Inspector Evans stated that he found the fuel selector positioned to draw fuel from the right fuel tank. The right fuel tank contained ample fuel, about 10 gallons, and the observed fuel level was about 1-1/2 inch below the fuel tank filler tab. The left fuel tank did not appear to contain any usable fuel; less than one quart of fuel was drained from the tank. The fuel recovered from the left fuel tank was blue in color and did not contain any water or particulate. An internal inspection of the left fuel tank revealed it was intact with no apparent damage. There was no evidence of any leaks from either fuel tank. The fuel supply line located between the engine driven fuel pump and the carburetor did not contain any fuel. The carburetor bowl contained residual fuel.

Inspector Evans stated that when he turned-on the electric fuel pump, with the fuel selector on the left fuel tank, the pump cavitated and discharged minimal fuel. Inspector Evans then switched to the right fuel tank and the pump cavitated for a few seconds before it established a typical fuel flow. The fuel discharged from the electric fuel pump was blue in color and did not contain any water or particulate.

Inspector Evans stated that he rotated the engine crankshaft and noted compression on all cylinders. Additionally, he heard the single impulse coupling activate in conjunction with crankshaft rotation.

--- End of interview summary ---

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: _ 18 May 2017 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator