



RECORD OF CONVERSATION

John M. Brannen II
Senior Air Safety Investigator
Central Region

Date: Various dates
Person Contacted: Spencer Cull
NTSB Accident Number: CEN18LA008

Narrative:

From various telephone conversations with Spencer Cull, DPA FSDO inspector:

Examined the engine and couldn't find any issues. Prop in feather position but pilot said he didn't remember doing it. Airplane was moved to a hangar. Engine rotated and had compression and suction. Couldn't see any reason engine wouldn't run. I asked him to remove fuel controls and have them tested. Said that he thought the pilot's control problems could be related to a hard-sided sunglass case obstructing the right rudder pedal. Couldn't say if it had been there during the event.

Talked after the controls were bench tested. He said that everything was in spec and the repair station couldn't find any anomalies either during testing or visually. Said he would take fuel control back to airplane and put in baggage compartment.

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