



RECORD OF CONVERSATION

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Aviation Accident Investigator
Central Region

Date: November 29, 2017
Person Contacted: Gordon Morris – FAA Inspector
NTSB Accident Number: CEN18LA040

Narrative:

During a follow-up investigation telephone call, Inspector Morris reported that he examined the airframe and engine at the accident site, and after the airplane was recovered. Examination of the airplane revealed oil residue on the back of the engine, lower engine cowling, and the right main landing gear strut. The top nut on the generator (mounted on the rear engine accessory case) was missing, and the two lower nuts were loose. A hole in the engine crankcase was noted above the No. 1 cylinder.

On the day of the accident, Mr. Morris also examined the engine run-up and taxiway area at the airport, consistent with where the student pilot completed his engine run prior to the flight. The engine run-up area contained a large oil stain and residual oil.

The FAA inspector noted that the most recent oil change, about 10 hours prior to the accident, was not noted in the aircraft records. Based on conversations with the student pilot and owner, it could not be determined who may have performed recent maintenance that would require installation of the generator.