



RECORD OF CONVERSATION

Jennifer Rodi
Air Safety Investigator
Central Region

Person Contacted: Adama Allmond – FAA Inspector
NTSB Accident Number: CEN18LA131

Narrative:

During the conversation, Inspector Allmond stated the following:

Following the accident, FAA inspector Todd Evans was in the area and responded to the accident. He confirmed 5 gallons of fuel in the left fuel tank and noted that fuel was leaking from the vent. It was estimated that at least 1 gallon of fuel had leaked out prior to the fuel being drained and measured. He confirmed there was 3.5 gallons of fuel in the right fuel tank. Samples of fuel taken from both tanks were unremarkable.

Inspector Allmond returned to the accident site when the wreckage was recovered. The recovery team righted the engine and assisted in removing the upper bank of spark plugs. The engine was rotated through at the propeller and spark was noted on all magneto p-leads, air movement was documented tactilely at each spark plug orifice, and engine continuity was confirmed. The spark plugs that were on the down side of the engine (as it came to rest) were wet with oil. The plugs were otherwise unremarkable.

The carburetor was not damaged. A small amount of fuel was recovered from the bowl of the carburetor and this fuel contained a small bubble of water. The steel spring in the carburetor was rusted. There was no water or sediment in the fuel recovered from either wing. Both the carburetor inlet screen and the gascolator contained sediment.

The fuel line from the fuel tank to the gascolator was compromised.

There was no evidence of mechanical malfunction or failure with the engine or fuel system that would have precluded normal operations.