

Memorandum of Conversation

Date: 24 August 2018

Time: 1400 central daylight time

Conversation Including: Paul Marks; FAA Airworthiness Inspector

Conversation Regarding: CEN18LA346, N4275Q

Duration of Call: 15 Minutes



Summary & Factual Information from Conversation:

Inspector Marks stated that he reexamined the airplane August 23-24, 2018, after the wreckage had been recovered to a hangar located at Shreveport Regional Airport (SHV). The engine remained partially attached to the firewall. Several engine mounts were bent or fractured. The propeller remained attached to the propeller flange. One propeller blade was bent aft about 90° and the other blade appeared undamaged. There were no anomalies observed with the engine crankcase or its exterior-mounted components. The sparkplugs were removed and exhibited features consistent with normal engine operation. Internal engine and valve train continuity were confirmed as the engine crankshaft was rotated. Compression and suction were noted on all cylinders in conjunction with crankshaft rotation, and acceptable cylinder pressures were measured using a differential pressure gauge. The left magneto remained attached to its installation point and provided spark on all posts while the crankshaft was rotated. The right magneto remained attached to its installation point and was not equipped with an impulse coupling. The engine had about 6 quarts of oil when measured with its calibrated dipstick. The oil cooler was impact damaged and leaking oil. The carburetor fuel inlet screen was free of contamination. The carburetor bowl contained fuel and no contamination was observed in the carburetor bowl. Disassembly of the carburetor did not reveal any anomalies with the venturi, metal floats, accelerator pump, or needle valve. The postaccident examination did not reveal any anomalies that would have precluded normal engine operation during the flight.

--- 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: _ 24 August 2018 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator