



RECORD OF CONVERSATION

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Office of Aviation Safety
National Transportation Safety Board

Date: 05/02/2019
Person Contacted: James Seabolt (Federal Aviation Administration
Aviation Safety Inspector)
NTSB Case Number: CEN19LA127

Narrative:

The following is a synopsis of the information provided by James Seabolt to the NTSB investigator-in-charge, via email.

Pilot – Kevin Davenport

1. The insurance company was out looking at the aircraft yesterday.
2. Did not use carb heat.
3. ACFT was sitting outside waiting for the mechanic to do the Annual inspection. He took the ACFT in for the Annual in December 2018 and the mechanic did not start on the inspection until early March.
4. Is familiar with the mixture system on the engine and always runs with the mixture in full rich. This was the position of the mixture levers when I looked at the aircraft as well.

Mechanic – Shannon Daniel

1. Did confirm that the aircraft was sitting outside during the winter from Dec till they started the inspection in March. They got just a little water (noting more than usual) when they checked the fuel sumps during the annual inspection.
2. Mx did run the engines on the aircraft 8-10 times while it was in for the inspection at varied power settings. Ran the engines at the highest power setting that they could safely without the aircraft moving. Did not note any issues with the engines during the runs.
3. Didn't note any major discrepancies during the Annual. The right engine had a bad exhaust valve on one cylinder and that cylinder was replaced.
4. He will be sending me copies of the documents he has for the work that was performed. He was heading out of town yesterday and will get that information to me on Monday.
5. Did not do any work on the fuel system outside the inspection.

6. Stated that after the Pilot called him to tell him about the accident on Friday he called the airport manager to check the fuel at the airport. The pilot did take fuel at the airport before departure. He said to contact the airport manager for information on the fuel.

Airport Manager – Jerry Shilt

1. The pilot did get fuel at the airport (does not have fuel receipt).
2. The airport manager took fuel sample on Friday after being notified of the accident and tested it for water contamination using the color changing paste and the test did not show signs of water in the fuel. The paste was then tested in a puddle of water and it did change color. He stated that another person took fuel that day and did not report any problems and the others that took fuel around the same time did not report any issues.
3. The fuel tanks at the airport are above ground and fuel was delivered on Monday the 30th.
4. He saw the Pilot of N29Y doing the preflight and he stated the pilot did a very thorough preflight of the aircraft. He didn't see the pilot sump the tanks but does not believe that the pilot didn't do, it just thinks he didn't see him do it.