

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1:30 PM	DATE 02/26/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Joseph LaRue/Prairie Air/ [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT Loose "B" nut found on fuel pump inlet			
DIGEST 2020-2-26/1330/Spoke to Joe LaRue at the request of the NTSB, regarding the loose "B" nut found on N3266Q and the importance of ensuring that all "B" nuts are properly torqued. Also discussed the condition of the engine post accident, informed Mr. LaRue the the engine did have compression and spark post accident and that the engine would be taken to the manufacturer for further testing. Informed Mr. LaRue that the nature of the call was not to accuse him of any wrong doing, but was for purely educational reasons. Also informaed Mr. LaRue that if he had any more questions he was more than welcome to contact me.			
2020-2-27/0600/ Received an email from Mr. LaRue asking if the engine was running when the accident happened, and if the fire burned forward or aft of the firewall. The following responses were made,			
1.)According to a witness the engine did not sound like it was running very fast like you would normally hear when an aircraft is flying, so we are not sure if the engine was running or if it was making power. It was obviously not making enough power to maintain altitude, but we don't have any one thing that we can say this is caused the crash, at this time we just don't know.			
"continued"			
CONCLUSION, ACTION TAKEN, OR REQUIRED No Further Action at this Time			
DATE 02/27/2020	TITLE ASI	SIGNATURE [REDACTED]	

DIGEST (CONT)

2.) The fire was concentrated in the cabin and was pretty much contained behind the firewall, the only thing that burned forward of the fire wall was the drive belt on the right side of the engine.

2020-2-27/1427/Spoke to Joe LaRue and asked if they use checklists for maintenance performed at his shop and he responded that they do use check lists. ECM