

# Memorandum of Conversation

Date: 16 April 2020

Time: 1430 central daylight time

Conversation Including: FAA Inspector Edward C. Martin

Conversation Regarding: CEN20LA042, N9646Q



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## Summary & Factual Information from Conversation:

Inspector Martin stated that the airplane crashed in a wooded area about 1,100 ft past the runway 16 departure threshold and about 360 ft right of the extended runway 16 centerline. The airplane came to rest in a nose-down attitude with substantial damage to both wings, aft fuselage, and the rudder. Both wing leading edges exhibited crushing damage consistent with tree impact. The propeller appeared undamaged.

On January 6, 2020, Inspector Martin examined the airplane after it was recovered to Wentworth Aircraft, Crystal, Minnesota. The inspector stated that uncontaminated 100 low-lead aviation fuel was present in the fuel strainer and the carburetor bowl. The throttle and fuel mixture control cables were intact between the cockpit controls and the carburetor. The locking feature for the mixture control knob was found stuck in the fully depressed position, which prevented the mixture control from locking in any position. The intake airbox was clear of any obstruction. The carburetor heat valve was attached to the shaft with a hose clamp and the shaft bushings were significantly worn. Inspector Martin could rotate the carburetor heat valve on the shaft without the shaft rotating. Except for the lower sparkplugs for cylinder nos. 1 and 3 that were oil soaked, the remaining sparkplugs did not exhibit any evidence of fouling or excessive carbon deposits. The engine appeared capable of being test run.

On April 16, 2020, Inspector Martin conducted an engine test with the engine installed on the airframe using the existing engine controls. The engine started without hesitation and ran smoothly between idle and 2,500 rpm. A magneto check confirmed proper function of the ignition system. The engine speed did not change appreciably with the carburetor heat control engaged. With the engine at 1,800 rpm there was no change in operation until the mixture control was moved aft about 1.5 inches. With the engine at maximum static speed, about 2,500 rpm, there was no change in operation until the mixture control was moved aft about 1 inch, and the engine stopped running due to fuel starvation when the mixture control was moved aft about 1.5 inches. Except for the non-functioning carburetor heat, the engine test run did not reveal any mechanical anomalies that would have prevented normal operation during the flight.

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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: \_ 16 April 2020 \_