

National Transportation Safety Board

Office of Aviation Safety

Central Region



CEN20LA342

MEMORANDUM OF CONVERSATION

Spencer Cull, FAA Airworthiness Inspector

August 26, 2020

Interviewee: Spencer Cull, FAA Airworthiness Inspector
Date/Time: August 26, 2020 / 1130 CDT
Location: Phone Interview
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

During the interview FAA Inspector Cull stated the following:

A postaccident examination did not identify any anomalies or failures with the airplane's fuel tanks, fuel tank vents, fuel tank selector valve, fuel strainer assembly, P-leads, and ignition switch. The pilot reported that he departed on the flight with 45 gallons of fuel and observed fuel leaking from the airplane following the accident. The pilot estimated that 25 gallons of fuel were drained from the airplane before it was recovered from the accident site.

The engine was removed from the airplane and mounted in a test cell where it was run multiple times. The postaccident engine test runs did not identify any mechanical malfunctions or failures that would have precluded normal operation. The magnetos were correctly timed at 25° before top-dead-center. The engine-driven fuel pump functioned normally throughout the engine test runs. The auxiliary fuel pump functioned, but the output pressure was below the engine manufacturer's minimum specification.

Interview concluded at 1145 CDT