



RECORD OF CORRESPONDENCE

Joshua Lindberg
Air Safety Investigator
Central Region

Date: September 28, 2020
Person Contacted: FAA Inspector Jim Zehr
NTSB Accident Number: CEN20LA407

Narrative: In phone conversations and emails with Inspector. Zehr, he stated the following:

He took photos of the wreckage then moved the airplane upright again. The fuel valve was on. There was some fuel in the lines, but the tank was empty since it was leaking out after the accident and the airplane had nosed over. The propeller was removed, and the engine examined. The carburetors were separated from their mounts. The engine was unable to run since the propeller had been removed. If he did try to run it, then the engine would have gone into overspeed with no load on the propeller flange. There were no preimpact anomalies observed during the examination.

There is a Rotax engine 400-hour cleaning / inspection recommended to prevent a scenario similar to bearings dragging; it's a low-to-no oil situation. The engine can load up and have less than adequate power if they are not cleaned on a stringent schedule. He is unsure if this contributed to the loss of power. The carburetors appeared to have been rigged differently. The photos show a difference in the rigging of the throttle controls if you compare the amount of thread exposure on one versus the other. He is unsure if this contributed to the loss of power.

The engine model is a Rotax 503. The pilot stated that the engine data tag fell off a couple of years ago and was never replaced. The engine was rebuilt about 20 flight hours ago back in 2019. The rebuild was completed by the owner and a guy familiar with the Rotax engines but neither of them are A&P mechanics.

There was never an aircraft data tag issued. "MX Quicksilver" is how the owner described the airplane.