

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN20LA421

MEMORANDUM OF CONVERSATION

Brian F. Fricker, FAA Inspector

September 29, 2020

Interviewee: Brian F. Fricker (FAA Airworthiness Inspector)
Date/Time: September 29, 2020 / 1430 CDT
Location: Telephone Call
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

FAA Inspector Fricker and NTSB Investigator Fox discussed the following:

The airplane came to rest nose-down and inverted in a wooded area. The engine was displaced aft into the instrument panel. The propeller separated from the crankshaft flange during impact and was imbedded in the ground. One propeller blade was bent aft. The landing gear was found fully extended. The flaps appeared extended about 20°. The outboard half of the right wing separated during impact with a tree. First responders reported that there was fuel leaking from the right wing. The left wing was fractured about midspan. Flight control cable continuity was confirmed at the accident site.

The fuel selector valve was found positioned to use fuel from the right main fuel tank. There was no fuel found in the lines connected at the fuel selector valve. There was no fuel observed in the fuel lines forward of the firewall, fuel strainer assembly, engine-driven fuel pump, fuel manifold valve, or the fuel injector lines. About ½ tablespoon of fuel was recovered from the fuel control unit.

A visual examination of the engine's exterior revealed no evidence of a mechanical failure of the engine. The engine could not be rotated due to its position at the accident site. A disassembly of the engine-driven fuel pump confirmed the drive coupler remained intact.