



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: March 25, 2021
Person Contacted: Insp, Ramon Reyes, FAA Flight Standards
NTSB Accident Number: CEN21LA117 – Waller, Texas

Narrative:

Insp. Reyes responded to the site on the evening of the accident. He reported that the oil tank cap was not installed. The oil tank was located on the left side at the firewall and contained oil after the accident. The cap was located in the engine compartment, on a firewall support angle and under a cable. Dirt accumulated on the cap was consistent with it being in that position at the time of the accident. In addition, the firewall and underside of the upper engine cowling exhibited some oil residue and dirt accumulation. The oil tank contained an undetermined amount of oil at the time of the on-scene examination.

In addition, the inlet line to the engine-driven (mechanical) fuel pump was separated from the pump fitting. The pump and the associated inlet fitting appeared undamaged. The clamp remained on the separated fuel line. The outlet line remained securely attached. The fuel hoses were hardened. The metallic (rigid) fuel lines feeding the fuel pump and mating to the flexible hoses appeared intact; however, the forward ends of the lines were not flared. A portion of the fuel lines were covered by a fire sleeve.

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