



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Central Region

Date: August 11, 2021
Person Contacted: Mr. Ron Schwachenwald (Federal Aviation Administration Inspector)
NTSB Accident Number: CEN21LA288

Narrative:

During a telephone conversation with Mr. Schwachenwald he reported the following:

- There were no visual indications of catastrophic failure.
- Two of the three composite propeller blades remained attached at the hub.
 - The third blade was fracture separated at the root.
- The spark plugs were removed from the engine, and they exhibited features consistent with normal operations.
 - The deposits were a light tan color.
 - One spark plug was bent consistent with impact damage.
- The engine was rotated.
 - The engine rotated freely with no binding or grinding.
 - The accessories rotated accordingly.
 - Thumb compression as established on all cylinders.
- A boroscope was used to examine inside of the cylinders
 - All piston heads, and cylinder walls exhibited normal operating wear signatures
- The fuel lines were traced on the airframe and engine.
 - All fuel lines remained connected.
- The linkages and fuel lines for the carburetors were intact.
 - The throttle was manipulated in the cockpit and fuel was pumped through the carburetor jet.
 - The air filters were clear of debris.
 - There were no obvious anomalies with the carburetors.
- The pressure vacuum line between the manifold and fuel pump was removed and examined. The protective sleeve was pulled back and a crack was revealed.
 - The crack was observed in an area where the hose bends as it enters the engine

- The area surrounding the crack exhibited features consistent with 'dry rot.'
 - The crack was not observed through the protective sleeve.
- The ignition harness exhibited some chaffing but was otherwise unremarkable.
 - The ignition leads were unremarkable.
- The fuel tank was located behind the engine; it was not breached.
 - About 7-8 gallons of fuel remained within the fuel tank.
- Mr. Schwachenwald provided the below photos of the examination:



Figure 1: Upper/Left Side of Engine

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Figure 2: Right Side of Engine



Figure 3: Ignition Harness



Figure 4: Pressure Vacuum Link



Figure 5: Crack in Pressure Vacuum Line



Figure 6: Spark Plugs



Figure 7: Right Side Carburetor

END.

Submitted by: Samantha Link