



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: April 22, 2015

Persons Contacted: Chris Runnels (Claims Representative, AIG Aerospace) and (Gerald Stadtmiller (Airframe and Powerplant Mechanic, Owner Bipe Inc.)

NTSB Accident Number: ERA15LA183

Examination of the airplane revealed:

- when the right main landing gear collapsed, it struck the right forward wing strut and bent it requiring replacement.
- The wing would need to be uncovered and inspected. An FAA form 337 would be required.

Examination of the engine revealed:

- No debris in the fuel screens or carburetor float bowl.
- The float bowl contained fuel, and it appeared to be free of water contamination.
- The fuel passages were clear, and the accelerator pump was functional. The float assembly functioned smoothly. The carburetor was clear of obstructions and the air filter was in its mounting location and was clean.
- The magnetos were still securely attached to their mounting locations.

A test run was conducted, and the engine started on the first pull of the propeller. After starting, the engine was run at full and partial throttle settings, without any anomalies being noted.