



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 6, 2018
Person Contacted: James Ruckman, FAA/FSDO, Nashville, TN
NTSB Accident Number: ERA18LA241

Narrative:

Mr. Ruckman was interviewed via telephone. He stated that he examined the wreckage at the accident site and the fuselage and wings sustained substantial damage. Although the wings were damaged, their respective fuel tank remained intact. Mr. Ruckman drained approximately 4 gallons of fuel from the left main tank and 10 to 11 gallons of fuel from the right main fuel tank. The fuel was 100-low-lead aviation fuel and appeared bright, clear, and absent of any visible contamination. Mr. Ruckman added that rescue personnel found the fuel selector positioned to the left main fuel tank and moved it to the off position due to concern of a fuel leak. The wreckage was retained for further examination.



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Date: June 20, 2019

Person Contacted: James Ruckman, FAA/FSDO, Nashville, TN

NTSB Accident Number: ERA18LA241

Narrative:

Mr. Ruckman was interviewed via telephone. He stated that he examined the engine yesterday at the recovery facility. He was able to rotate the crankshaft by hand and confirm crankshaft, camshaft, and valve train continuity to the rear accessory section of the engine. The engine had sat for 10 months and thumb compression was not attained on three of the four cylinders; however, a borescope examination of the cylinders did not reveal any anomalies. The mechanical fuel pump and magnetos tested satisfactorily. Air was blown through the fuel lines and no blockages were observed. No anomalies were noted with the fuel servo and it contained residual fuel. Its filter was absent of debris and the oil filter was absent of metallic contamination.



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Date: July 10, 2019
Person Contacted: Kevin Bruce, Airworthiness Manager, Diamond Aircraft
NTSB Accident Number: ERA18LA241

Narrative:

Mr. Bruce was interviewed via telephone. He stated that it is possible to unport a fuel tank with 4 to 6 gallons remaining; however, it's more probable if the airplane is in a bank greater than a 45° angle.