



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: April 26, 2022
Person Contacted: Andre Cummings, ATL FSDO
NTSB Accident Number: ERA22FA161

Narrative:

Mr. Cummings was interviewed via telephone. He examined the engine on April 19 at Atlanta Air Recovery with Mike Childers (Lycoming) and Andrew Hall (Textron). The propeller was able to be rotated by hand. Crankshaft, camshaft, and valve train continuity were confirmed, and thumb compression was attained on all cylinders. Both magnetos produced spark at all leads when rotated by hand. The carburetor was disassembled, and its components remained intact. No preimpact mechanical malfunctions were identified with the engine.