



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: October 25, 2021
Person Contacted: Jeff Rose, FAA Farmingdale FSDO
NTSB Accident Number: ERA22LA029

Narrative:

Mr. Rose was interviewed via telephone. He observed damage to the right wing and fuselage. Mr. Rose planned to further examine the engine with a representative from the engine manufacturer.



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Date: November 23, 2021
Person Contacted: Jeff Rose, FAA Farmingdale FSDO
NTSB Accident Number: ERA22LA029

Narrative:

Mr. Rose was interviewed via telephone. He examined the engine on November 3, 2021, with an Air Safety Investigator from Lycoming Engines. The top spark plugs were removed; their electrodes were intact and light gray in color. When the propeller was rotated by hand, crankshaft, camshaft, and valve train continuity was confirmed to the rear accessory section of the engine. Thumb compression was attained on all cylinders and borescope examination of each cylinder did not reveal any anomalies. Both magnetos produced spark at all leads when rotated by hand. Additionally, about 35 gallons of fuel were drained after the accident and fuel remained throughout the fuel system. The examination did not reveal any preimpact mechanical malfunctions.