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Date: September 14, 2023

Subject: Record of Conversation

Contact: FAA Inspector David Cardullo (PMI) [REDACTED] @ 0906 local

Cardullo traveled to the airplane and conducted an engine and systems examination last week. He checked the magnetos, and both left and right produced spark at each of the terminals.

The wires were all good. The spark plugs were normal and clean, almost looked brand new.

He performed an engine/crankshaft continuity, and it was normal. Engine suction and compression were good. The fuel distributor "spider" was disassembled and it contained a small amount of residual fuel; it smelled and looked like aviation gas. The fuel selector was disassembled, and all detents and valves worked normally.

There was no debris or water in the fuel. The wings had been removed to facilitate transport, so the fuel was not checked at the time of the examination. He will return to the airplane in a couple of weeks to check the fuel boost pump and engine driven pump.

He noted that the fuel tank selector on this airplane can be complicated and very easy to switch the tank to the "OFF" position when switching from the left tip to the main. When he found the airplane, the fuel selector was in the off position which is normal for a forced landing and shutdown procedures.