



## RECORD OF CONVERSATION

**Tealeye Cornejo**  
Air Safety Investigator (Field)  
**Western Pacific Region**

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**Date: November 22, 2010**  
**Person Contacted: Chris Lang**  
**NTSB Accident Number: WPR12LA410**

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### **Narrative:**

Mr. Lang reported the following information pertaining to the engine examination:

A visual inspection of the engine revealed thermal and impact damage. The left and right magnetos were not recovered. The ignition harness sustained thermal damage. According to the Champion Aviation Check-A-Plug chart AV-27, the spark plug electrodes exhibited normal, worn out signatures, and the spark plugs had dark colored combustion spots. The fuel pump was not recovered; the fuel manifold valve sustained thermal damage. The safety wire remained partially intact. Disassembly of the fuel manifold valve revealed that the screen and body of the manifold was free of debris. The fuel nozzles and lines sustained thermal and impact damage; the nozzles were partially obstructed by soot. The throttle body/metering unit was not recovered. The oil pump sustained thermal damage. The oil sump and oil cooler were not recovered. The oil pick-up tube and screen sustained thermal and impact damage; however, the screen was free of debris.

The cylinders sustained thermal damage, and the valve covers were partially melted. The combustion chambers were inspected with a lighted borescope via the top spark plug holes. The piston faces, valve heads, combustion chambers, and lower spark plugs were unremarkable. The accessory gears sustained thermal and impact damage. The starter, vacuum pump, propeller, and propeller governor were not recovered with the engine, and the propeller was not examined. The starter adaptor and the alternator sustained thermal damage; the starter adaptor sustained impact damage as well.