

From: Paul.Alukonis [REDACTED]
Sent: Tuesday, January 07, 2014
To: McKenny Van [REDACTED]
Cc: Mark.X.Hutton [REDACTED]
Subject: RE: N7015F

Van, I did visit the site. No fuel spill was noted. The area the aircraft came to a rest is within a cement plant. Any fuel or oil on the ground would be vivid in contrast to the cement like soil. The ground did have a small amount of oil, but no fuel or fuel staining.



Paul R. Alukonis

Principal Operations Inspector

Federal Aviation Administration
Las Vegas Flight Standard District Office

Phone: [REDACTED]

1. **Identify the main topic of the text.**
 2. **Summarize the key points in your own words.**
 3. **Identify the author's purpose and audience.**
 4. **Identify the main argument or thesis.**
 5. **Identify the supporting evidence and examples.**
 6. **Identify the conclusion and any recommendations.**
 7. **Identify any biases or limitations.**
 8. **Identify any key terms or definitions.**
 9. **Identify the structure and organization of the text.**
 10. **Identify the tone and style of the writing.**

Service	Percentage
Online banking	85%
Mobile banking	78%
Bill payment	72%
Direct deposit	65%
ATM withdrawals	58%

Record of Conversation

Wednesday, December 18, 2013
4:30 PM

Interview:	Mark Hutton (FAA)
Phone:	██████████
Location:	Telephone Conversation

Narrative:

The following is a summary of conversation with Mr. Mark Hutton, who is the FAA maintenance Inspector who looked at the airplane.

Mr. Hutton and an A&P mechanic examined the airplane and engine. They removed the cowlings and spark plugs. They rotated the engine and got good compression on all cylinders. The carburetor was sheared off the bottom of the engine and the fuel lines had separated from the gascolator. The gascolator had some residual fuel in it (drops). The fuel valve in the cockpit was ON. It is likely what fuel was onboard the airplane drained out the gascolator via the broken fuel lines.

Van S. McKenny IV
Aerospace Engineer (Field)
Western Pacific Region