



RECORD OF CONVERSATION

**Howard Plagens
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**Person Contacted: FAA Inspector Dan Ridgeway
Date: 5-06-2015
Time: 1500
Subject: WPR15LA156; Buhl LA-1; N352Y; Cottage Grove, OR**

Narrative:

The following is a summary of statements made by the Inspector Ridgeway:

He oversaw an exam of the Szekely three-cylinder engine by mechanic Ronald Englund with the owner in attendance.

He noted that the airplane had just been completely restored, and logbook entries were still being completed. The owner/pilot stated that there was no intent to fly the airplane.

The fuel selector valve was in the OFF position. The owner informed the inspector that he had turned the selector valve off after impact to avoid fuel seepage.

The vented fuel caps were in place, and the vents were clear. The fuel tanks were not ruptured, and contained clean auto fuel. The fuel screen was clean.

The carburetor air box was clear. Carburetor heat was not installed.

The throttle moved freely from stop to stop, and was in the full forward position.

Investigators removed the front spark plugs; all center electrodes were circular and clean with no mechanical deformation. The gaps were similar.

Investigators manually rotated the crankshaft with the propeller through 360 degrees, and heard no metallic sounds. The crankshaft rotated freely, and they obtained thumb compression on all cylinders.

A visual inspection revealed no mechanical deformation on the valves, cylinder walls, or internal cylinder head. Moderate coking was observed inside cylinder number three when compared to cylinders one and two.

The ignition harness was in good condition, and did not appear damaged.

The left magneto was a Scintilla, and it was secure in its mount. It did not have an impulse coupling, and produced sparks at all posts in firing order when manually rotated. The right magneto was a Scintilla, and it was secure in its mount. It did not have an impulse coupling, and produced sparks at all posts in firing order when manually rotated.

The carburetor was a Stromberg Model NAS3, serial number 5378409. Four attachment bolts on the carburetor did not have safety wire. The fuel lines were clear. The finger screen was clean, and the carburetor contained a fluid that smelled like automotive gasoline.

The engine was not runnable; the rocker arm for cylinder number three had broken off.

The pilot reported that he had 1 hour of flight time in the make/model, 3 in the last 90 days, 23 the last year, and 900 total time.