



RECORD OF CONVERSATION

Samantha Link
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Date: January 21, 2016
Person Contacted: Keith Rittenberry (Federal Aviation Administration)
NTSB Accident Number: WPR15LA265

Narrative:

During a telephone conversation with Mr. Rittenberry, he reported that a representative from Lycoming Engines and he conducted a postaccident examination on the airplane's engines. They observed the following:

The left engine was still secured to the airframe; however, the propeller gearbox and assembly was found separated. All propeller blades were bent forward, and exhibited leading edge damage. The top spark plus were removed and displayed "worn out-normal" signatures when compared to the Champion Aviation Check a Plug Chart AV-27. The engine was rotated by hand; thumb compression was obtained on all cylinders, and engine drive train continuity was established throughout.

The right engine was still secured to the fuselage. The propeller hub and blades remained attached, and the blades were found mostly straight. One blade exhibited chordwise scratches, and a second blade had leading edge scratches, both of which were on the outboard about 10 inches of the blade. The third blade exhibited minor leading edge damage. The top spark plugs were removed and displayed "worn out-normal" signatures when compared to the Champion Aviation Check a Plug Chart AV-27. The engine was rotated by hand; thumb compression was obtained on all cylinders and engine drive train continuity was established.

END.

Submitted by: Samantha Link