



## RECORD OF CONVERSATION

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All persons listed were interviewed by Zoë Keliher

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The following is a summary of conversation from Lessley Currier:

Discrepancy: retrieved the aircraft from the thermal aviation fbo flight line by installation of a spare wheel and tire onto the nose gear for towing to the landmark aviation fbo maintenance hangar. Removed the engine cowling for inspection of the engine compartment (with the faa aviation safety inspectors from the riverside fsdo present) as requested. Performed the following inspection: - verified the fuel system continuity from the firewall to the cylinders. Noted secure flex hoses dated 9/29/09. Checked the primer system rigid lines for security and leaks, checked normal. Used a remote 12v battery to run the electrical fuel boost pump, no fuel leaks found. -noted all spark plugs to show slight oil contamination (slightly oil fouled) however the compression pull-through checks normal. Cold compression check: 76-74-74-74. -checked the magneto timing to 25 degrees btc. Noted both left and right hand ignition switch p-lead wires to be grounded( in all switch positions) due to burned wiring along the upper mid firewall. By passing the p-leads, the right magneto is timed at 25 degrees (correct) and the left magneto at 22.9 degrees btc (incorrect). Tested all ignition leaks for continuity, tested normal. Borescoped all cylinders and noted normal cylinder wear patterns (and coloration) within the combustion chambers. -the fire appears to have started on the lower aft right hand side of the engine as evidenced by white coloration and excessive heat damage to the lower right firewall and belly skin (wrinkled). The source of the fuel was probably due to overpriming of the induction system which filled the carburetor air box with fuel. The ignition source for the fire was likely due to an induction system back fire either caused by a sluggish starter motor and battery combination and /or ignition timing from the left hand magneto (impulse coupling). -installed a serviceable used tire and tube onto the original nose wheel and retrieved the spare wheel (loaner) for future placement of the aircraft.

Zoë Keliher  
Air Safety Investigator  
Western Pacific Region