



RECORD OF CONVERSATION

Samantha Link
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Western Pacific Region

Date: August 11, 2020
Person Contacted: Mr. Corey Wehmeyer (FAA Aviation Safety Inspector - Airworthiness)
NTSB Accident Number: WPR19LA019

Narrative:

During a telephone conversation with Mr. Wehmeyer he reported the following:

- The spark plugs were removed from the engine and were consistent with normal operations.
 - All spark plugs appeared similar and consistent with one another.
- The engine was rotated:
 - Thumb compression was established throughout
 - The valves opened and closed normally and consistently
- The carburetor was removed from the engine and disassembled.
 - The carburetor bowl was empty and there were no abnormalities noted to the internal components.
- The magnetos were removed from the engine and rotated.
 - The ignition leads were consistent with normal operations
 - The right magneto sparked normally; but no spark was obtained from the left magneto.
 - The left magneto was removed from the engine and disassembled
 - The point on the cam follower was fractured, therefore, when the cam rotated around it wouldn't break the points and produce a spark.
 - It was unable to be determined if the damaged occurred before or during the impact sequence.
- The air filter was clear of debris
- The fuel strainer was removed from the engine and the screen/bowl were clear of debris.
- The oil filter was removed and was clear of debris.

- Engine control continuity to the engine was established
 - The mixture was locked into the full rich position per an STC.
 - As a note: when the mixture is locked. The engine is shut off by either the ignition system or the fuel shutoff valve.
 - The carburetor heat was in the off position.
 - When manipulated, the carburetor heat functioned normally.
- The instrument panel was removed, and all electrical lines appeared normal.
- The ignition switch was tested:
 - All four positions (R/L/BOTH/OFF) tested normally
 - However, when the switch was positioned in L/R and the key was jiggled, the ignition switch would temporarily ground out.
 - It was noted that a long keychain was attached to the key, which extended over the hydraulics switch.
 - It is possible the CFI needed to move the keychain to turn off the hydraulics switch.
- Mr. Wehmeyer provided the below photographs of the examination:



Figure 1: Spark Plugs



Figure 2: Air Filter



Figure 3: Carburetor

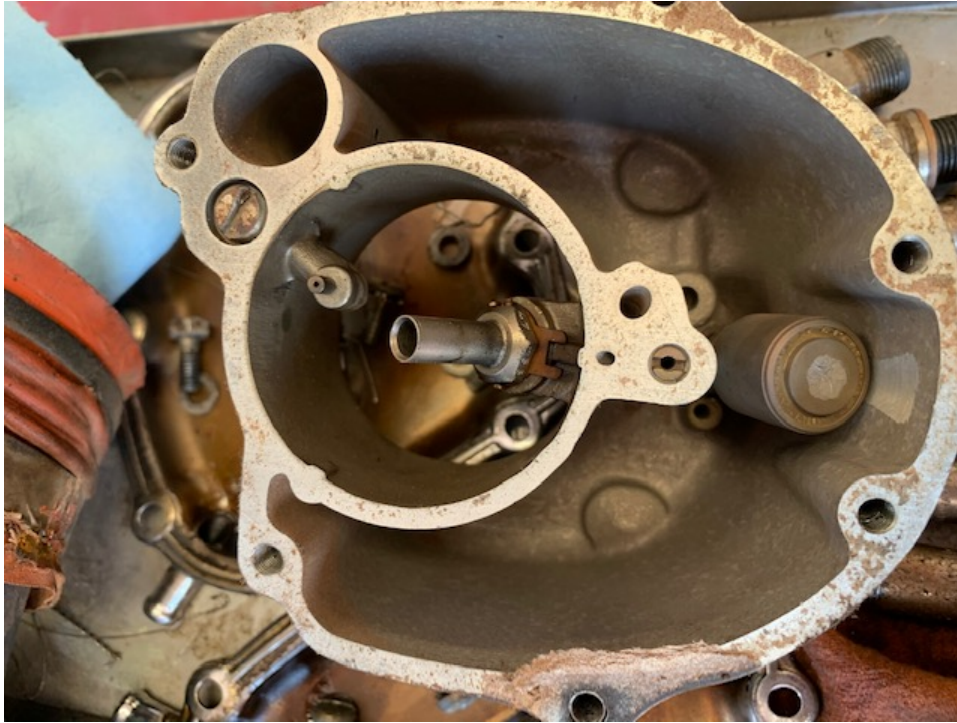


Figure 4: Carburetor Bowl



Figure 5: Left Magneto



Figure 6: Keychain in Relation to Hydraulics Switch

END.

Submitted by: Samantha Link