



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: December 6, 2019
Person Contacted: Mr. Randy Weese (Federal Aviation Administration Inspector)
NTSB Accident Number: WPR20LA022

Narrative:

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

- There were no obvious visual anomalies with the engine.
- The engine was unable to be run due to the carburetor being fracture separated from the engine.
- The engine controls were examined, remained secured, and functioned normally when manipulated by hand.
 - The throttle cable appeared to be very new.
 - It was noted that a grommet was not present around the throttle cable at the firewall. However, there was no wear on the throttle cable itself.
- The spark plugs were removed from the engine and were sooty, however, they were consistent with normal operating wear signatures.
- The propeller was rotated by hand and thumb compression was established on all cylinders.
- The handle for the fuel strainer sump was found pulled up about ½ inch.
 - Fuel streaking was observed on the belly of the airplane initiating from the sump drain port on the bottom of the cowling.
 - The handle was manipulated and operated normally.
 - When fully extended the handle was raised about 1 inch.
 - When in the down position the engine was shaken by hand and the handle remained secured.
- No further anomalies were noted with the engine.
- Recovery personnel reported that, at the time of recovery, about 8 gallons of fuel was drained from the wing tanks.
- In addition, Mr. Weese provided the below photos from the examination.

END. Submitted by: Samantha Link

Overview of Airplane



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A close-up photograph of the underside of an aircraft fuselage. The image shows a series of horizontal streaks or stains running across the metal skin. Several rivets are visible along a vertical seam on the left side. A small, dark, circular opening, likely a drain port, is located near the bottom right. The overall appearance is aged and shows signs of wear or corrosion.

Streaking along the belly of the airplane.
The streaks originated from the fuel
strainer drain port (which is not in the
picture.)

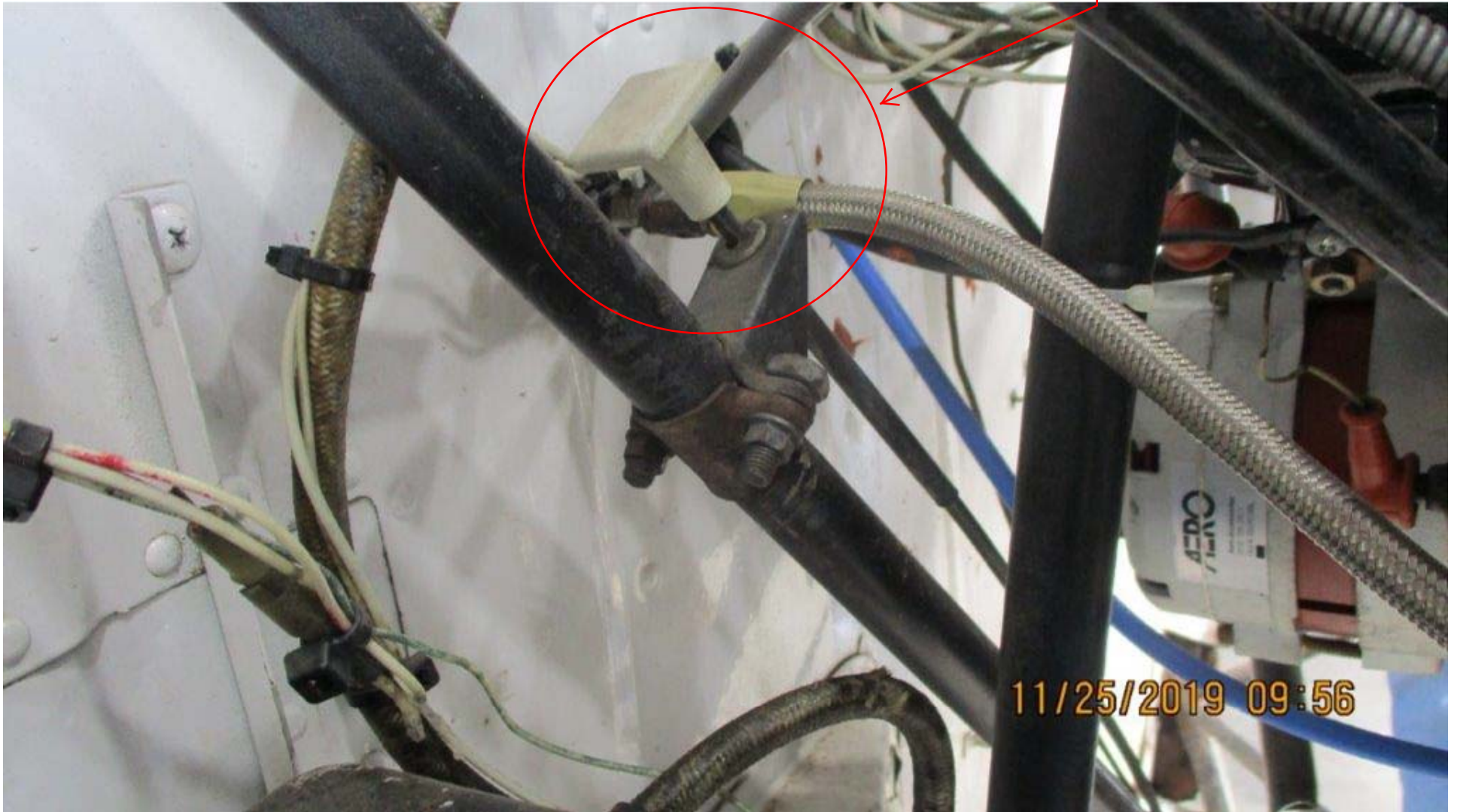
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Fuel strainer drain handle.



No Grommet at the firewall for the throttle cable.

Another view of the fuel strainer
drain handle. It was extended about
1/2 inch. (Fully extended is about 1
inch)





Fuel strainer drain cable at the fuel strainer.

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