



RECORD OF CONVERSATION

Samantha Link
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Western Pacific Region

Date: April 22, 2020
Person Contacted: Ms. Maria LeBlanc (Federal Aviation Administration)
NTSB Accident Number: WPR20LA126

Narrative:

During a telephone conversation with Ms. LeBlanc she reported the following:

- Ms. LeBlanc went on scene and the first identified point of impact was a fence on top of a berm, followed by a fence lower on the berm, and then the roadway below. The airplane impacted the roadway nose low and the propeller and spinner were fracture separated. The airplane came to rest inverted. The engine and instrument panel were pushed up and aft into the cabin area. The wings and empennage exhibited extensive damage.
 - o The throttle and mixture were observed full forward and the carburetor heat was in the off position
 - o The fuel shut off valve was found in the "ON" position.
 - o The ELT was activated and turned off by recovery personnel.
 - o During recovery, 7 gallons were removed from the left fuel tank, and about 1 gallon was removed from the right fuel tank.
 - o The airplane had 4.5 quarts of oil.
- Ms. LeBlanc went to the recovery facility on April 21, 2020 to conduct an examination of the airplane.
 - o The engine was bent aft and to the left about 30 degrees. It was removed from the airframe, there were no obvious signs of catastrophic mechanical failure.
 - o The spark plugs were removed and were consistent with normal operations. The #3 cylinder spark plugs were oily.
 - o The engine was rotated, and thumb compression was established on all cylinders.

- o The magnetos were tested, and spark was obtained on all leads.
 - It was noted that the magnetos were quite new.
- o The carburetor bowl was found mostly fracture separated and was removed from the engine.
 - The bowl was empty, and the floats were clear of liquid. There was no obvious distortion of the floats.
- o The fuel strainer exhibited corrosion on the top, and about a thimble of water was observed within the bowl.
 - The fuel inlet line was removed, and some fuel came out.
- o Air was blown through all airframe and engine fuel lines and they were clear of debris.
- Ms. Leblanc contacted the pilot and he mentioned he does not recall anything about the accident flight.
 - o He mentioned that he recently purchased the airplane after it was involved in another accident in July 2019. He purchased the airplane damaged with the intention of repairing and selling it.
 - o If he had to guess, he would think the engine quit because of water in the fuel system.
 - o The airplane is not hangered and there has been a lot of rain in the area lately. On the previous flight he found water in the fuel tanks and the carburetor. Since he does not remember the accident flight, he does not recall if he drained the fuel tanks or not.
- Ms. Leblanc shared the below photographs of the postaccident examination:



Figure 1: Front of Airplane



Figure 2: Engine



Figure 3:Carburetor



Figure 4: Carburetor Bowl



Figure 5: Fuel Strainer

END.

Submitted by: Samantha Link