



RECORD OF CONVERSATION

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Date: August 11, 2020
Person Contacted: Mr. Bill Shinn (FAA Aviation Safety Inspector – Airworthiness)
NTSB Accident Number: WPR20LA215

Narrative:

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

- The airplane exhibited extensive aft crush damage to the forward fuselage
 - The engine was pushed aft into the firewall and upward
 - Thermal damage was present to the cowling and accessory section of the engine.
 - The engine was coated in fire suppressant residue (from first responders)
 - The cabin area remained mostly intact
 - The pilots shoulder harness upper attachment point showed signs of elongation or “pull through” at the bolt hole.
 - The left and right wings were cut about midspan to facilitate recovery.
 - The aft fuselage was cut aft of the cabin for recovery.
- The fuel system continuity was established throughout the airplane.
- Flight control continuity was established throughout the airplane
 - The cables were cut for recovery purposes.
- Both propeller blades remained attached at the hub.
 - One blade was bent aft and twisted upward.
 - The second blade was bent slightly aft about 1/4 from the blade root.
 - The spinner exhibited signs of rotation at the forward most tip, then compression.
- The ignition harness and leads exhibited wear consistent with normal operations.
- The spark plugs were removed and consistent with normal operations
- The engine was rotated, and compression was established on all cylinders
 - The valves moved freely and evenly
 - The impulse couplings within the magnetos were heard clicking during engine rotation, however, no spark was obtained

- The magnetos were removed from the engine and disassembled
 - The condensers were melted consistent with the post impact fire, but otherwise no anomalies were noted with the internal components.
- The throttle and mixture controls remained attached to their respective carburetor control arms but were seized consistent with impact damage to the airplane.
 - When the control cables were cut the throttle and mixture arms moved freely from stop to stop.
 - The carburetor bowl was removed and was empty.
 - No anomalies were noted with the internal carburetor components.
- Mr. Shinn shared the below photographs from the examination:



Figure 1: Overall View of Airplane

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Figure 2: Top of Engine



Figure 3: Spinner and Propeller Blades



Figure 4: Magnetos



Figure 5: Carburetor



Figure 6: Spark Plugs



Figure 7: Empennage

END.

Submitted by: Samantha Link