



RECORD OF EMAIL

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Western Pacific Region

Date: October 26, 2020
Person Contacted: Mr. Bill Shinn (Federal Aviation Administration)
NTSB Accident Number: WPR21LA017

Narrative:

During an email conversation with Mr. Shinn he reported the following:

- I took the liberty to do all the basics with determining if the engine was ok as I had a trainee inspector with me. For the engine's age, it appears to be fairly well maintained.
- Its intake was clear, and the filter looked great.
- There was full fuel in the carburetor bowl and the accelerator pump functioned fine. Carburetor appeared to be fairly new.
- The gascolator was clean and the electric fuel pump functioned fine.
- I did not see any "smoking guns" so to speak with the exception of the ignition system.
- The magnetos are Bendix type and appeared to be in almost new condition. The harness looked great too. I pulled all the plugs and connected them back to the harness. Unfortunately, I did not have a jumper wire with alligator clips to ground each plug one at a time to test, so I laid them on the cylinder fins and held them with a pair of insulated pliers. I disconnected the P-leads because the ignition key was missing. The prop was spun in the direction of rotation and the spark from each plug was present. Impulse couplings were snapping fine.
- I think running the engine would be a good choice unless I go back and connect each plug to a true ground and try it again.
- The electrical system is intact so it should easily be started with the proper precautions. We would only have to rig up a fuel source.
- The propeller is in good shape.

Mr. Shinn attached the below photos from the examination.

Photos:



Figure 1: Overall View of Airplane



Figure 2: Propeller



Figure 3: Carburetor Heat



Figure 4: Fuel Sample



Figure 5: Fuel Strainer Bowl



Figure 6: Carburetor

END.

Submitted by: Samantha Link