

11/23/20 –

0900 - We met with the Owner / Pilot and his mechanic, Mr. Robert Johnson, at the Fallbrook Airpark. Inspectors' Messick, Treiber, and Berges were all on scene at the pilot's hangar. On arrival Treiber was talking with the pilot, Mr. Murray, laying out the general procedures when conducting an accident investigation.

I took several pictures with my Sony Cyber-shot Camera to include the engine and aircraft logbook records. The mechanic pulled the engine gascolator with no evidence of sediment or water at the bottom of the bowl. The fuel within looked clear, slight blue and smelled of avgas.

The spark plugs were also pulled and inspected for contamination. All plugs looked normal, however, the number two cylinder plug, the cylinder that was removed and replaced, did show moisture / oil residue. The mechanic, Mr. Johnson, did state that residue is typical for an engine that hasn't been fully broken in yet, allowing small amounts of oil to slide under the piston rings.

11/24/20 –

0800 – I met with the mechanic and owner / pilot to do some further investigation into why the engine might have stalled out. Upon arrival, the mechanic, R. Johnson, had removed the oil filter and cut out the paper portion to reveal if any metal particles were relevant, in which no metal fragments / shavings was found.

Johnson had also removed the propeller blade and flywheel. At the time of removal, three bolts had been sheared off while three were still intact and removed.

Johnson was quick to note that the engine seemed in good working order. (Not under power, just freedom of movement.) Johnson used a long handle screwdriver to turn the engine shaft prop flange rotating the driveshaft to reveal each valve rocker and spring moving accordingly as designed with the crankshaft, connecting rod, and piston firing both the intake and exhaust stroke normally.

I took pictures and video to show the freedom of movement of the internal engine components. This concluded my time on scene.