

**From:** [Liedler Courtney](#)  
**To:** [Baker Daniel](#)  
**Cc:** [Liedler Courtney](#)  
**Subject:** FW: CEN16LA369 N715FB  
**Date:** Wednesday, February 12, 2020 11:36:58 AM

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Maybe this will help with what the FAA looked at during their examination. I will look for anything else in my emails that may be helpful and forward along.

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**From:** Nelson, David R (FAA)  
**Sent:** Monday, September 19, 2016 12:12 PM  
**To:** 'Liedler Courtney'  
**Cc:** Thilmany, Allan (FAA); Crudden, Michael (FAA); Anderson, Darryl J (FAA)  
**Subject:** CEN16LA369 N715FB

Courtney,

I conducted additional on scene investigation of the N715FB Accident that occurred 09/14/2016 near Jordan, MN. The aircraft had been relocated to the owner's hangar at South Saint Paul, MN (SGS). I took photos of the aircraft maintenance records and pilot records. I then had the cowlings opened under my supervision. We removed the front spark plugs. All of them looked to be in good condition. I had the owner/pilot turn the engine though using the prop while I checked compression (blocking holes with fingers. All cylinders appeared to have good compression. There were no unusual noises or resistance while turning the prop. I removed the cover from the magneto. I then had the owner/pilot pull the prop through and the magneto cam appeared to turn normally and points appeared to operate normally. Throttle, mixture, prop and carb heat controls in the cockpit were moved by the owner/operator while I checked continuity and movement. All appeared to move freely with full travel. Carb heat valve appeared to move freely and through complete travel. I checked all accessible fluid lines and electrical connections in the engine compartment. All appeared to be tight. All the hoses in the engine compartment appeared to be in like new condition.

Fuel tanks had been removed from the wings and as far as I could tell they appeared to be very clean and fuel left in them had the appearance and aroma of 100LL aviation fuel.

The owner/pilot is awaiting your call. I gave him a copy of the NTSB Form 6120.1 that he could use as a worksheet to collect the information. He has all the info collected, so he is ready to do the form on line as soon as he hears from you. He only has liability insurance on the aircraft so they won't be willing to pay for an engine evaluation. He was not sure yet as to what he was going to do with the aircraft, but will await us being done with it before he does anything further. I am going to be out of the office for most of the afternoon on another accident follow up but will be available on my cell phone [REDACTED]. Please contact me to discuss if there is anything further that you need from me.

David Nelson  
Aviation Safety Inspector  
Accident Investigation  
[REDACTED]

Minneapolis Flight Standards District Office



Minneapolis, MN 55450

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**From:** [Liedler Courtney](#)  
**To:** [Baker Daniel](#)  
**Cc:** [Liedler Courtney](#)  
**Subject:** FW: CEN16LA369 N715FB  
**Date:** Wednesday, February 12, 2020 11:38:55 AM

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FYI ...

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**From:** Liedler Courtney [REDACTED] >  
**Sent:** Thursday, October 6, 2016 10:58 AM  
**To:** [REDACTED]  
**Cc:** Liedler Courtney [REDACTED]  
**Subject:** RE: CEN16LA369 N715FB

Thanks David. I appreciate the additional look at the fuel selector valve and lines, great thought!

I have not forgotten about the shipping label. I have left a voice mail with Lionel Stevens in OKC to chat with him about overseeing the magneto exam and am waiting to hear in return. I do not want create a shipment in the system before I am sure he can accommodate the exam in his schedule.

Thanks,  
Courtney

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**From:** [David.R](#) [REDACTED]  
**Sent:** Thursday, October 06, 2016 9:34 AM  
**To:** Liedler Courtney <[REDACTED]>  
**Cc:** [REDACTED]  
**Subject:** RE: CEN16LA369 N715FB

Courtney,

Additional follow up on the e-mail below. Caleb just contacted me and there were no issues noted with the fuel selector valve and no obstructions in the fuel lines when compressed air was used from the wing root fuel line connections to the hose that connects to the carburetor.

David Nelson  
Aviation Safety Inspector  
Accident Investigation  
[REDACTED]

Minneapolis Flight Standards District Office  
[REDACTED]  
Minneapolis, MN 55450

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**From:** Nelson, David R (FAA)  
**Sent:** Thursday, October 06, 2016 7:47 AM  
**To:** 'Liedler Courtney'  
**Cc:** Thilmany, Allan (FAA); Crudden, Michael (FAA); Anderson, Darryl J (FAA)  
**Subject:** CEN16LA369 N715FB

Courtney,

Additional information on N715FB. I spoke with Caleb from Radial Engines LTD late yesterday. He was planning on assisting Mr. Phillips with the engine removal and would be here through today. I asked if he could check the fuel selector valve operation by using compressed air through the fuel lines. We should make sure there are no obstructions or issues with the valve that would disrupt fuel flow. He is going to check and let me know. I have attached to this e-mail the Carb Ice Probability Chart and a copy of the 8020-9 with nearest weather at the time of the accident. The 8020-9 has the temperature noted as 12 and the dew point as 07. This would put the carb ice probability into the "Moderate Icing-Cruise Power" [REDACTED] Magneto ready to ship as soon as I get a label.

David Nelson  
Aviation Safety Inspector  
Accident Investigation  
[REDACTED]

Minneapolis Flight Standards District Office  
[REDACTED]  
Minneapolis, MN 55450

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