



## RECORD OF CONVERSATION

**Samantha Link**  
**Aviation Accident Investigator**  
**Western Pacific Region**

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**Date: September 12-20, 2017**  
**Person Contacted: Mr. John Cosenza (Federal Aviation Administration)**  
**NTSB Accident Number: WPR17LA202**

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### **Narrative:**

During several telephone conversations with Mr. Cosenza, he reported that he conducted an examination on the airplane's engine the day after the accident occurred.

The throttle and mixture control cables were manipulated within the cockpit; the mixture moved accordingly, and the throttle was seized. Further examination revealed the throttle arm on the throttle body was damaged and unable to be moved; when disconnected, the throttle plate moved accordingly. The rocker covers were removed from the engine and there was no evidence of thermal discoloration or a stuck valve. The spark plugs were removed and were consistent with "NORMAL" when compared to the Champion Check-a-plug chart. The upper spark plugs from cylinder #2, and #4 showed evidence on corrosion on the threads, but that did not extend to the electrodes. The engine was rotated by hand and thumb compression was obtained; in addition, the valves moved accordingly, and the magneto's impulse coupling was heard.

The left wing was heavily burned and the fuel system from this wing was compromised. The fuel selector was identified and was selected to the right-wing fuel tank. The right-wing fuel tank was undamaged and was found empty. The fuel lines were remained intact and connected between the right wing and fuel selector.

The fuel manifold was removed and examined with no anomalies noted. The fuel injector lines were removed and found to be clear of debris. The fuel line between the firewall and the fuel pump was removed; it exhibited a few 'gunks' of what appeared to be old fuel.

Mr. Cosenza wanted to share the fuel manifold, the upper spark plug for the #4 cylinder, the fuel pump, one fuel injection line, and the fuel selector valve with the NTSB investigation in charge for observation, before releasing them to the owner.

END.

Submitted by: Samantha Link