



## RECORD OF CONVERSATION

**Michael J. Hodges**  
**Air Safety Investigator**  
**Central Regional Office**  
**Office of Aviation Safety**  
**National Transportation Safety Board**

---

**Date: 07/12/2022**  
**Person Contacted: Clint Barnes (Mechanic)**  
**NTSB Case Number: CEN21LA151**

---

### **Narrative:**

The following is a synopsis of the information provided by Clint Barnes to the NTSB investigator-in-charge, via a telephone conversation.

- Clint performed an annual inspection on N3394V on 03/05/2021 (the day before the accident occurred, on 03/06/2021).
  - Clint is an airframe and powerplant mechanic, with inspection authorization.
  - During the inspection, the airplane was found to be complete. There were no mechanical issues noted with the airframe and the engine during the inspection.
  - During the inspection, the fuel selector placard was present.
  - The operation of the fuel selector was checked during the inspection, and the fuel selector worked fine. The airplane was run for several minutes, and each position was checked for the fuel selector and no issues were noted. The various detents were felt when it was tested when the airplane was running.
  - Clint did not recall seeing a screwdriver plugging a rubber house in the engine compartment during the inspection work. He did not know why this would have been done.
  - The pilot previously reported to the Clint that the design of the fuel selector, a t-handle, was confusing to operate.
- \*\*\*\* Nothing Follows \*\*\*\*