



Memorandum

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Alaska Regional Office

Date: May 27, 2020
Subject: N7071B Engine Examination and Test Run
NTSB Accident Number: ANC19LA054

The engine and airframe of N7071B Piper PA-18 were examined at Alaska Claims in Wasilla Alaska. The wings were previously removed by the recovery crew and the airplane was defueled of an unknown quantity. The wing tank fuel supply lines were cut at the wing roots. The fuselage exhibited deformation of the tubing on the right side. The right float was fractured at the forward attachment point. The right wing had upward deformation of the wing spar at the half span.

The engine and engine mounts were intact and the propeller was attached. The propeller turned by hand smoothly and the propeller blades were straight with no noted damage. The engine throttle, mixture and carburetor heat controls were continuous and functional. All accessories and lines were attached and secure. No leaks were evident. The ignition harness was attached and secure. There were no obstructions or anomalies with the air intake, induction and exhaust system. The fuel selector was rotated through the detents with no interference. A small amount of fuel was collected at the gascolator and appearance and odor were consistent with avgas and no contaminants were present.

A 5 gallon can of avgas was connected through to the right wing intake fuel line and two test runs of the engine were conducted. The engine started without hesitation and magneto rpm drops were tested within limits and the carb heat tested appropriately. The engine was advance to 2300 rpm and exhibited no surging. The engine shut down normally with the mixture at idle cut off.

There were no mechanical anomalies observed that would have prevented normal flight operation.