



RECORD OF EXAMINATION

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Participants: John Butler; Lycoming, Air Safety Investigation
Jennifer Rodi; National Transportation Safety Board, Air Safety
Investigator
NTSB Accident Number: CEN17LA019

Narrative:

The main fuel supply line from the fire wall to the gascolator, to the engine driven pump, to the fuel servo and to the flow divider were disconnected to check for the presence of fuel, and no or only several drops of liquid consistent in odor with aviation fuel was present. These lines were intact and not broken open. The bottom fuselage area near the fuel selector sustained impact damage, and the fuel lines were separated at the fuel selector valve fittings. The gascolator screen did not contain debris, and the gascolator bowl contained a few drops of liquid consistent in the odor with aviation fuel.

The engine was rotated through and air was drawn into and expelled from the bottom spark plug holes after these spark plugs were removed. The compression exhibited during engine rotation by hand through the bottom spark plug holes was low. Engine and valve train continuity to the accessory section was confirmed. Both magnetos were rotated and electrical continuity through the ignition harness was confirmed.

The left turbocharger was Garrett Allied Signal, part number 600572-00, serial number 1245 and the right turbocharger was Rajay Industries, part number 315 F 10-2, serial number 2544. Both turbocharger impellers were able to be rotated by hand. There was no record that the turbochargers had been overhauled since the original engine installation at the time that the airplane was manufactured. The turbocharger exhaust bypass valves contained dirt and debris. The exhaust pipes were corroded to a thickness consistent with an unairworthy condition. Duct and packing tape was used to secure a piece of engine baffle to the front of the engine.

The engine had safety wire installed in place of hardware that included cotter pins, nuts, bolts and washers.

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