

Communication Summary

August 16, 2017

Information from: Inspector Vincent Yerace, CLE FSDO



Summary & Factual Information: Inspector Yerace was asked to examine the wreckage of N896JC and advise of any preimpact anomalies were present that would have caused the reported loss of engine power. The Inspector, in part, said that Inspector Shauman and he inspected the engine and related components on N896JC. Inspector Yerace further indicated a list of the items checked and their results:

- Engine: Turned over (by hand) fine and appeared to have adequate compression-No issues
- Fuel: Drained fuel, no water in it and very very minor particles of dirt-No issues
- Carburetor: Was producing fuel when the throttle was worked-No issues
- Carb. Fuel filter: Had a little bit of sediment it-No issues
- Fuel Lines: All fuel lines from forward side of engine firewall did not have any obstructions-No issues
- Spark: It was producing spark when rotating the engine by hand, (left mag impulse coupling)-No issues
- Spark Plugs: Most looked good, 1 was covered in oil (but the aircraft was upside for about 18 hours)
- Fuel Pump: It was pumping when the engine was rotated by hand-No issues
- Exhaust: Was un-obstructed (straight pipes)-No issues
- Air filter: Was missing but the rest of it was intact-No issues
- Carb. Heat and door was intact-No issues
- Throttle Plate: Was intact and secure to the shaft-No issues

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator