



RECORD OF EXAMINATION

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Participants: David Johnson; FAA Kansas City FSDO
John Butler; Lycoming Engines

NTSB Accident Number: CEN18LA321

Narrative:

Post-accident examination of airplane revealed the airframe was consumed by post-crash fire from the empennage, to the engine firewall, and to the mid-wingspan of both wings. Ground scarring was limited to the airplane's planform with nose-down crushing. The flaps were in the retracted position. Neither of the two propeller blades displayed S-shaped bending and were relatively straight, consistent with a lack of torsion. The bottom half of the engine case was melted to the accessory section exposing the crankshaft and accessory gears. The internal engine drive and valve train components were connected, secure, and did not display any fractures. The engine accessories were destroyed by the fire. The number four-cylinder fuel line with an attached adapter leading from the fuel manifold was loose and was pulled out by hand. The remaining fuel lines were attached and secure in the fuel manifold. The fuel line, the fuel line adapter fitting, and the manifold were removed for metallurgical examination at the National Transportation Safety Board Material Laboratory.

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