

## **FAA INSPECTOR STATEMENT**

This statement is in regard to the on-site surveillance and investigation of aircraft N4861P, Serial No. P21000123, Cessna P210N, on Thursday May 30<sup>th</sup>, Friday May 31<sup>st</sup>, Monday June 3<sup>rd</sup>, and Wednesday July 17, 2019, at the facilities of Kamp Aero, located at 765 Dunbar Ave, Oldsmar, FL 34677.

This was accomplished at the request of Inspector Loftis Rollins, FAA IIC, Tampa FSDO-35, through FLM Angel Figueroa-Rodriguez in order to assist with the investigation.

- Inspection of the aircraft indicated that the aircraft was substantially damaged as a result of the accident. The aircraft and engine had been submerged in salt water in the Gulf of Mexico. The left and right wings and the horizontal stab and elevators had been removed by an A&P on site to prepare for movement by truck and trailer to the Kamp Aero facility. Conversation with the A&P indicated that the aircraft was further damaged by the towing company that salvaged the aircraft back to the surface of the water and towed it to land. The A&P also stated that it appeared that someone had removed the top cowling before he arrived on scene. Whoever removed the top cowling did not know how to properly remove it and ultimately pried it off with a crowbar, causing further damage.
- Initial walk around inspection of the aircraft noted impact damage to two of the three propeller blades and right wing tip tank sheared off. Both wings show damage to trailing edges and flaps/ailerons, probably due to recovery efforts.
- Engine cowlings completely removed to facilitate engine inspection to try to determine cause.
- The engine compartment did not reveal any signs of excessive heat or fire damage.
- The cockpit fuel selector was found selected to the right fuel tank.
- Engine cylinders, case and accessory case all appeared normal with no signs of damage.
- Intake and exhaust system components including turbocharger appeared normal with no signs of leaks. Turbocharger turned by hand.
- It was noted that the engine oil dipstick was missing.
- Found one each cracked cylinder hold down nut on L/H Aft cylinder top side. Nut was still on stud but cracked perpendicular to the threads and all the way through.
- Noted that both mags were securely in place and would not rotate by hand (timing).
- All ignition leads appeared to be in serviceable condition and secure.
- Propeller and crankshaft initially would not rotate by hand. Removed upper and lower spark plugs and observed murky / oily water drain from cylinders as propeller was rotated by hand.

- Cylinder compression was obtained at all cylinders as the propeller was rotated by hand.
- Spark plugs were too contaminated to make a determination about serviceability.
- Removed all six valve covers and observed all valves open and close while rotating propeller by hand. Made sure that no valves were sticking in the open position.
- Verified alternator was rotating while the propeller was turning.
- Verified magnetos rotated and heard both impulse couplings snapping. It was also noted that the impulse couplings snapped very close in time – (indicating timing was very close for both mags).
- Talked with A&P about wing removal at recovery site. He stated that the Right wing tiptank was missing at the time of recovery and the right wing fuel cap was also missing. Both fuel tanks on the left wing were intact with the fuel caps in place. He stated that he disconnected the fuel lines at the wing root and capped the lines as quickly as he could to avoid draining anything from the tanks. He did mention that he did not see or smell fuel while accomplishing this task.
- Examined all three remaining wing fuel tanks and only found a very small amount of fuel in the left tiptank, approximately less than an ounce.
- Sumped all liquid from both fuel reservoir tanks (below rudder pedals) and only found murky water – no fuel observed.
- Opened a fuel line between the fuel manifold and Fuel/Air control unit and noted a small amount of clean fuel.
- Opened fuel strainer and found it to have clean fuel.
- Verified Cockpit Throttle, Mixture and Prop controls were connected and properly controlling the engine components.
- While inspecting the electrical system, discovered a problem with the master relay – Item number 10 of Figure 136 of the P210 Parts catalog (P/N S1580-1). The power cable from the positive side of the battery to the master relay was loose at the terminal on the relay. It appeared that it had been secured with improper hardware. The nut used at this connection was much smaller than any other nut on any other relay in the vicinity and it did not appear to have any washers installed. The nut had backed off the connector by approximately 1 to 2 threads. This allowed the main power wire to be loose at the relay. This could cause interrupted or complete electrical power failure to the entire aircraft. It was also noted that the Terminal Cover (Item 12 in IPC, P/N S1807-2) was not installed.
- Unable to verify why the engine quit running at this time. There does not appear to be a mechanical malfunction or failure at this time and unable to verify fuel starvation due to the aircraft sinking in water.

On July 17, 2019, received aircraft key and returned to aircraft storage site to verify correct operation of the key switch and magnetos.

- Unable to fully insert key into key switch due to corrosion and/or FOD in the switch. Lubed and cleaned switch until key could be fully inserted. Found switch to be frozen in the OFF position and not able to rotate key.
- Verified both magnetos were grounded with key in the OFF position (correct operation, but not able to test any other key switch positions).
- Took Wire cap off of left magneto and noted light corrosion on inside of mag. Unable to see point's breaker at this level of disassembly.
- Removed top spark plugs to see if magnetos would fire by hand rotation of propeller. Discovered engine now seized due to corrosion. Unable to test magnetos by this method.



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