



RECORD OF EXAMINATION

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Exam Performed By: James Seaboldt, Federal Aviation Administration, Kansas City
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NTSB Accident Number: CEN19LA319

Post-accident examination of the airframe revealed that the cockpit fuel selector was positioned to the left fuel tank. The fuel selector was selected through positions of LEFT, RIGHT, and OFF and air was blown through the selector at those selections and there were no anomalies to normal operation. Air was blown through the fuel vent system, which revealed no obstruction to the air flow.

The left fuel tank pick-up screen had a fibrous material that covered an estimated 15 percent of the fuel line pick up screen to the fuel tank was covered with the material. The right fuel tank and right fuel tank pick up screen did not contain a similar material and the screen was unobstructed. The gascolator screen did not contain debris. The fuel lines leading to the engine were attached, secure, and did not display evidence of leakage. The auxiliary fuel pump operated when connected to an electrical source. There was no obstruction in the air intake or exhaust systems.

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