



Memorandum of Record

Dan Baker
Senior Air Safety Investigator
Central Region

Date: 10/29/20
Subject: CEN20LA122, N274PM Wreckage Examination

The wreckage of N274PM was examined by this NTSB investigator and an investigator from Textron Aviation July 27-28, 2020. The following observations were made during that examination.

All flight control surfaces were observed. Flight control cable continuity was partially established from the control surfaces to the cockpit area with multiple overload separations from impact. Flaps were in the up position. The elevator trim was 5° tab up. The aileron trim actuator was not observed. The roll indicator was between neutral and full right.

The fuel selector handle and valve were impact damaged and could not be examined. Both fuel tanks were impact damaged and no fuel was recovered from any of the fuel tanks. A strong fuel smell was present during the examination.

Impact damage prevented an examination of the environmental and icing systems.

The airplane was equipped with a 5-point restraint system. The use of the restraint system by the pilot could not be determined due to damage.

The instrument panel could not be documented due to heavy fragmentation and damage to the wreckage. The directional gyro was recovered and examined. Rotational scoring was evident on the inside of the housing and on the rotating drum. The attitude gyro was recovered and rotational scoring was evident on the inside of the outer housing and on the rotating drum.

The engine had separated the airframe during the impact sequence. The reduction gear section had separated. The engine exhaust bleed port cover was removed and metal shavings and debris were found behind the cover.