



The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Engine Examination Findings
CEN20LA148
Cincinnati, Ohio
April 16, 2020

An FAA inspector reported the following findings to the NTSB IIC.

- The top spark plugs were removed, and compression was verified to the cylinders. The air intake hoses and clamps were verified secure and tight, and no obstructions were noted.
- The magnetos were verified to spark at all terminals. The engine controls were checked to be free and had full travel. The mixture control screen was removed and found to be free of debris.
- The fittings and hoses were checked for security on the mixture control, fuel manifold valve, and fuel pump.
- Both the fuel inlet and fuel return line fittings on the fuel pump were found to be loose and could be turned by hand. No adjacent impact damage was noted around the loose fittings.
- According to maintenance records, the fuel pump had been removed and replaced on April 14, 2020, two days prior to the accident.
- According to the engine manufacturer (Continental Motors), a loose fuel inlet fitting would likely result in a loss of engine power.

Alexander Lemishko

Senior Air Safety Investigator
NTSB Central Region Aviation