

On 10-29-20, an FAA inspector and this investigator examined the aircraft at the storage facility. The post impact fire consumed the fuselage from the rear of the engine to just forward of the horizontal stabilizers. With the exception of the upper and lower spar caps, the left wing was consumed from the wing root out to the aileron. The inboard, dry bay portions, of the right wing were partially consumed by the post-impact fire, the remainder of the wing did not exhibit any fire damage. The right fuel tank area of the wing appeared undamaged. According to the FAA inspector, no fuel was found in the right fuel tank at the accident site. The flaps and landing gear were in the retracted position. The fuel selector valve was approximately 5 degrees counter clockwise past the LEFT tank position.

Engine continuity and compression was confirmed by rotating the propeller, which remained attached to the engine. Spark was produced on all the magneto leads. The fuel pump exhibited heat damage and could only be rotated about 30 degrees. The fuel pump drive coupling was intact. The turbocharger exhibited heat damage and was seized. Two of the propeller blades were bent aft at mid span. The third propeller blade was undamaged.

Henry J. Soderlund
Chief Air Safety Investigator
Air Safety Investigations

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[REDACTED]

Textron Aviation [REDACTED] Wichita, Kansas 67215 USA | txtav.com