



RECORD OF EXAMINATION

Mitchell Gallo
Aviation Accident Investigator
Central Region

NTSB Accident Number: CEN20LA385

Examination By: James Seabolt, Federal Aviation Inspector, MKC FSDO

Aircraft: Piper PA28-140, N2875T

Narrative:

Post-accident inspection of the airplane revealed that all the fuel lines were intact, secure, and did not exhibit leakage. Cockpit throttle control and mixture control continuity to the carburetor was confirmed. Borescope inspection of the pistons, cylinder walls, and valves did not reveal any anomalies. The top and bottom spark plugs displayed features of normal combustion. A thumb compression from each cylinder was obtained during rotation of the engine. Valve and drive train continuity was confirmed. The mechanical driven fuel pump was operated without anomaly, and the pump's internal diaphragm was intact and pliable. The electric driven fuel pump was connected to an external electrical source, and it operated without anomaly. The gascolator bowl did not contain debris and contained a yellowish tinted liquid fluid that was consistent in color and smell with automotive gasoline. The gascolator screen was intact and contained a light brown color material within the screen that covered about 30 percent of the screen's surface. The carburetor screen did not contain debris, and the carburetor bowl was partially filled with a liquid like that in the gascolator. The carburetor float was brass in color and was not filled with fluid. The carburetor float moved freely. The right magneto was rotated though by the drive shaft using an electric drill. The left magneto was rotated using the engine crankshaft and the impulse coupling operated without anomaly. Both magnetos produced an electrical spark at each of their terminals in correct sequence. There was a portable 5-gallon red gas can attached with Velcro to aft baggage area floor. The left- and right-wing fuel transmitters were removed and inspected. Both fuel transmitters' float arms moved freely. Resistive values were recorded at bottom, middle, and upper float arm locations and those values were as follows:

Transmitter Side	Bottom Resistance (Ohms)	Middle Resistance (Ohms)	Upper Resistance (Ohms)
Left	253	113	39
Right	260	108	40

The fuel selector was checked using a source of air pressure for correct selection and no anomalies were found. The fuel tank vent lines were unobstructed.

There were no placards next to the left and right wing fuel filler caps stating the type of approved fuel and fuel quantity.

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