

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN20LA421

MEMORANDUM OF CONVERSATION

Ricardo J. Asensio, Textron Aviation

January 7, 2021

Interviewee: Ricardo J. Asensio (Textron Aviation, Senior Air Safety Investigator)
Date/Time: January 7, 2021 / 1530 CDT
Location: Telephone Call
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

Mr. Asensio and NTSB Investigator Fox discussed the following:

Mr. Asensio and Federal Aviation Administration (FAA) Inspector Jeffrey Johnson examined the airframe and engine at the accident site with representatives of Lone Star Retrieval who were onsite to recover the wreckage for the insurance company.

The airplane came to rest inverted on a west-northwest heading. All major structural components and flight controls were identified. The fuselage and both wings exhibited extensive damage. The flight control surfaces remained attached to their respective hinge points. Flight control cable continuity was confirmed from the individual flight control surfaces to their respective cockpit controls. The flaps were found fully extended, the flap handle was full down, and both flap actuators were full down. The elevator trim actuators were about 10° tab down.

The landing gear was found extended. The landing gear selector handle was in the gear-down position. The emergency landing gear handle was stowed and locked.

The fuel selector handle and selector valve were in the right fuel tank position. All fuel lines to-and-from the fuel selector were found attached and secured. A functional test of the fuel selector valve revealed no anomalies. No fuel was recovered from any of the fuel tanks. A small amount of minor soft debris was seen in the fuel filter screen, but the fuel strainer bowl was clean.

The engine was found upside down and partially attached to the airframe through control cables. The upper spark plugs exhibited features consistent with normal engine operation. Internal engine continuity and valve train continuity were confirmed while the crankshaft was rotated. Cylinder compression was confirmed by placing a finger over the open spark plug holes and feeling suction and expelled air from each cylinder while the crankshaft was rotated. Both magnetos provided spark when rotated by hand. The engine-driven fuel pump was disassembled by FAA Inspector Brian Fricker during the initial onsite examination. The engine-driven fuel pump drive coupling remained intact. There was no evidence of fuel in the engine fuel lines or fuel-related engine components.

The propeller separated from the engine at the crankshaft flange. All blades remained attached to the hub. All blades exhibited polishing and some minor leading-edge damage.