

National Transportation Safety Board

Office of Aviation Safety
Central Region



CEN20LA440

MEMORANDUM OF CONVERSATION

Jose M. Ojeda, FAA Inspector

February 25, 2021

Interviewee: Jose M. Ojeda (FAA Principal Avionics Inspector)
Date/Time: February 25, 2021 / 1530 CDT
Location: Telephone Call
Investigator: Andrew Todd Fox, NTSB Air Safety Investigator

FAA Inspector Ojeda and NTSB Investigator Fox discussed the following:

A flight control surface deflection check was completed with travel boards and there were no discrepancies noted. The measured range of travel for the aileron, elevator, and rudder were within maintenance manual limits.

There were no discrepancies noted with the stabilizer trim control system. The measured full travel time was within maintenance manual limits.

The flap system could not be tested due to impact-related damage.

The operator, Ameriflight, reported that on the evening of the accident the fuel line at the each FCUs was disconnected to drain the remaining fuel. There was fuel observed in both fuel control unit filter bowls (right/left) during the wreckage examination.

A Hard Landing Inspection was conducted per the maintenance manual instructions. The landing gear exhibited impact-related damage preventing a gear-swing. The right engine nacelle structure exhibited substantial damage. The right wing main spar exhibited buckling damage. The fuselage exhibited multiple areas of buckling and the pressure bulkhead was crushed.

Both propellers exhibited impact-related damage. The damage to both propellers was documented with photographs. Both propellers rotated freely during the examination.

A borescope inspection of both engines did not reveal any evidence of an internal gas path component failure. The turbine of each engine rotated freely during the borescope inspection. No airfoil damage or debris was observed during the borescope inspection.

The results of the wreckage examination were documented by Ameriflight and will be shared with the NTSB via email.