



Memorandum of Record

Dan Baker
Senior Air Safety Investigator
Central Region

Date: 03/30/2022

Subject: CEN21LA078, N423WH, Wreckage Examination and Engine Run

A postaccident examination of the airplane wreckage was conducted on March 11, 2021, at Air Salvage of Dallas. Both wings had been removed for transport of the airplane to the storage facility. The airplane had been prepared for an engine run prior to investigator's arrival and an external fuel tank had been plumbed into the airplane's fuel system using the exposed fuel line at the right wing root and the propeller had been replaced due to impact damage.

The first two attempts were unsuccessful. The engine would motor/turn over, but only fired occasionally. The battery was depleted during these first attempts, which required the replacement of the battery.

The engine started on the third attempt and was allowed to idle about 2 ½ minutes. The engine remained at about 1050 RPM during that time. Several attempts were subsequently made to increase engine RPM. The engine would sputter and stall momentarily each time the throttle was advanced. The engine quit following an attempt to advance the throttle.

The engine started again on the fourth attempt. The sputtering and stalling behavior of the engine repeated during each attempt to advance the throttle above idle. The engine was allowed to idle and attempts to shutdown the engine normally using the throttle and mixture controls were unsuccessful. The engine shutdown when the ignition was turned off.

The engine was equipped with a Rotech throttle body injector (TBI) unit, S/N 2T0820001. Examination revealed both the throttle and mixture controls were secured properly to the TBI unit. The TBI was removed and secured for further examination at an appropriate facility at a later date. No other preimpact anomalies were noted with the engine or airframe when examined.