



RECORD OF CORRESPONDENCE

Mitchell Gallo
Aviation Accident Investigator
Central Region

Person: Ryan Enders, Supervisor of Air Safety, Lycoming Engines
Date: May 4, 2022
NTSB Accident Number: CEN21LA096

The engine exhibited post-impact fire damage. All engine components were present during the post-accident examination. The engine driven fuel pump was destroyed by fire. The fuel injector unit remained attached to the engine but was exposed to thermal forces that destroyed the diaphragms. The fuel injector inlet screen did not contain debris. The fuel manifold remained attached to the top of the engine. The fuel manifold diaphragm was damaged by fire but was intact. Both magnetos were destroyed by fire. The spark plugs did not show any signs of malfunction. The propeller governor remained attached to the engine, and the oil screen did not contain debris. The propeller was made of fiberglass and was severely damaged by fire and impact forces. The alternator and starter remained attached to the front of the engine and were not removed for further examination. The engine cylinders underwent borescope examination and no discrepancies noted. The engine was rotated through, and continuity was confirmed through the camshaft to the crankshaft. Valve lift action was observed on all cylinders. Thumb compressions of all cylinders was confirmed. The oil filter was destroyed by fire.

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