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Date: April 27, 2022

Subject: CEN21LA379, Aircraft Test Run

Contact: David Schluep, Inspector, Federal Aviation Administration Columbus
Flight Standards District Office

In preparation for an engine test run under the supervision of FAA inspectors, the operator replaced both airplane propellers, repaired the damaged landing gear, and reinstalled the engine exhaust pipes, which had failed testing in accordance with AD 2018-CE-002 and were installed on the engines at the time of the accident.

The airplane engines had not been run since the accident. The left engine FFP bolt was seated, and the right engine FFP (serial number 15293) bolt was backed off from its seat. Several start attempts of the left and right engine were made, all of which were unsuccessful. The left engine and right engines were then primed, but only the left engine started after priming and operated normally. The right engine started and operated normally after the right engine FFP bolt was seated. The FFP bolts did not have retaining hardware to prevent the bolt from backing off from their seat and were not manufactured to have retaining hardware. The FFP did not have any labeling indicating that in-service adjustment/removal of the bolt was not permitted.

When asked by the FAA inspector who oversaw the engine test, the operator's maintenance personnel stated that they did not change the position of the right engine's FFP bolt when it was installed onto the engine on the day of the accident.