

INSPECTOR STATEMENT

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Narrative Statement:

– Accident investigation involving N17747 (CE-704) – Robert Hardwick (Maintenance Inspector) and myself conducted an inspection of the aircraft engine, engine indicating, and fuel systems on September 7th, 2022 at Southern Aircraft Recovery (Baton Rouge). The inspection was a post-accident inspection related to an incident that occurred on August 18th, 2022 involving N17747's engine failure during approach to Baton Rouge Metropolitan Airport. During the inspection, documented the following items:

- Southern Aircraft Recovery had drained approximately 21 gallons of fuel from the aircraft.
- Engine= Was not seized up at the time of the inspection
- Engine Compartment= No visible damage and/or fluids present in compartment
- Engine Compression= Good, pressure present
- Aircraft fuel filter= Good, no debris, still wet
- Engine fuel filter= Good, no debris, still wet
- Fuel return line= Good, fuel still present in lines
- Fuel Pump Shaft= Good, still in tact
- Spark plugs (Top side)= Good, One plug was still coated in fuel
- Oil/Oil Filter= Looked good, no metal or debris present
- Magnetos= the L/H Magneto had a broke "P" lead, but both Magnetos operated properly when rotating the Engine. Removed magnetos from the airframe to inspect. Both magneto internals look good. The L/H Magneto spark was a little weaker than the R/H Magneto, but still operational. The L/H Magneto would fire at all times with the broken "P" lead.
- No supplemental Engine indicating system installed.
- Single stage fuel pump= Off position at the time of the inspection and during On-scene accident investigation.

There were no conclusive findings at the time of the inspection. Mr. Hardwick, myself, and two trainees conducted the inspection, which took approximately 3 hours to complete.

Sincerely,

James A. Layton

Avionics Inspector