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Office of Aviation Safety – Central Region

Date: 11/08/23

Subject: CEN23LA306

Contact: Mechanic – Mr. Matthew Lovett

According to Mr. Lovett, in August 2023, about a month after the accident, he and another mechanic performed a 100-hour inspection/examination on the engine at the request of the NTSB and FAA. Due to damage associated with the airframe and structure, the engine could not be functionally tested. According to the mechanic, during the examination, the following was completed with the engine:

The spark plugs were removed and tested. The engine cylinders were borescoped with no anomalies noted to the cylinders, pistons, and valves. A cold cylinder compression check was completed with cylinder compressions in the normal range. The engine was rotated manually and through battery power to the starter, no anomalies were noted, and mechanical continuity was noted throughout the engine. Both magnetos provided spark when the engine was rotated. The engine fuel lines were checked for looseness, and all lines were secured. When the engine component fuel lines were removed, an undocumented amount of fuel was present in the fuel lines and components. The reason for the reported loss of engine power could not be determined.

--END OF CONVERSATION--