



MEMORANDUM FOR RECORD

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Eastern Region Aviation

July 13, 2016

Subject: N1495J, NTSB Investigation ERA16LA250 - Wreckage examination conversation with FAA Inspector Donald Andrews, Piper Aircraft Investigator Damien Galbraith, and Lycoming Investigator John Butler.

On July 13, 2016 the following information was provided via telephone:

Flight control continuity was confirmed from the controls through recovery cuts to the flight control surfaces, except for the left aileron which was continuous through a fracture consistent with overload in the aileron input rod, at the bellcrank. All control surface weights were in place. The pitch trim was near the neutral position. The flap lever was in the 0 flaps position. All seatbelt buckles functioned normally.

The left wing was separated from the fuselage near its root and was damaged on its leading edge. The left main fuel tank was breached and devoid of fuel. The left tip fuel tank was not recovered. The main fuel tank contains about 25 gallons of fuel. The right tip tank was empty, and its quick drain was in the open position. (Recovery personnel reported that water poured from the right tip tank when the airplane was recovered from lake, and the quick drain was open.

The three recovered fuel caps (left main, right main, right tip) were found secure with their vent valves in place. The three corresponding fuel pickup screens were free of debris and clear of obstruction when checked with low pressure air.

The fuel selector valve was out of detent, between the right main and right tip tank positions. Fuel was present in all the input lines to the valve, except for the line from the right tip tank, which was empty.

The engine crankshaft was rotated by hand at the propeller. Crankshaft continuity was confirmed to the rear accessory section and valve action was observed on all 6 cylinders. Thumb compression and suction were observed on all cylinders. The fuel lines leading from the engine driven fuel pump to the fuel servo and from the fuel servo to the flow divider, the flow divider valve and lines to the fuel nozzles, were absent of fuel, and some components contained water. All 6 fuel nozzles were clear of debris and unobstructed. Neither of the two magnetos produced spark when rotated.

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