



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

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NTSB Accident Number: ERA19FA060

Factual Observations from the Wreckage Examination.

The following cockpit observations were made:

Left fuel selector – left main. Handle does not move. The valve was in the off position.
Right fuel selector – left main. Handle moves partially. The valve was in the auxiliary position
Fire Extinguisher – Out of its holder but found between the seats. The holder was impact damaged. The pin was in the fire extinguisher and the pressure on the bottle was low (out of the green arc)
Left throttle – midrange
Right Throttle – Full forward
Left Propeller – Full forward
Right Propeller – Full forward
Left Mixture – 3/4 Full forward
Right Mixture – Full forward
Left Cowl Flap – 2 inches out
Right Cowl Flap – 1.5 inches out
Manifold Pressure – Outer pointer (R) off scale low, inner pointer (L) 29.5
Tachometer – Left 500, Right 200
Left and Right Engine Alternate Air – Both in (normal)
Left Cowl Flap Control – out 2.125 inches (pull to close)
Right Cowl Flap Control – out 1.125 inches (pull to close)
Rudder Trim Indicator – Near neutral
Aileron Trim Indicator – Full right trim (NTSB Pictures IMG_1069-1070)
Elevator Trim Indicator – Takeoff range
Flap Selector and Indicator – Both up
Landing Gear Selector - Up

Fuel Flow (NTSB Pic 0966) – The inner needle (L) was at 11:30 position, while the outer needle (R) was in the same position at the shaft, but the pointer end was displaced to about 7:00 o'clock and the opposite end was also bent.

Examination of the autopilot components revealed the mode controller in the cockpit was extensively heat damaged. The electric pitch trim servo had the cable around the capstain, which rotated freely. The autopilot pitch servo had the chain around the sprocket, which rotated freely. The yaw servo had the chains around the sprocket, which rotated freely. The bridle cables were cut for recovery. The roll had the chains around the sprocket, which rotated freely. The bridle cables were cut for recovery.