



Memorandum For Record

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: July 31, 2020
NTSB Accident Number: ERA19LA072

Examination of the pilot's side of the cockpit revealed the following:

Airspeed – 79 knots

Altimeter – 29.92 inHg and 91,600

HSI – Separated from instrument pane attach point. Heading 235, impact damaged. NAV flag visible.

Course select 355°. HDG Bug 005°

No. 2 Omni-Head – Separated from instrument panel. Impact damaged.

Turn Coordinator – Separated from instrument panel. Impact damaged

VSI – Aneroid separated from instrument. Impact damaged

BF Goodrich WX 1000 Stormscope – Separated from instrument panel

Alternate Static Source – Switch down. Primary static source position

Forward Circuit Breaker Panel – The following circuit breakers were tripped/popped, or damaged (when specifically mentioned): left boost pump, turn coordinator (fractured), landing gear indicator, speedbrakes (Red Collared CB), hour meter, flap warning, map light, air conditioner power.

Aft Circuit Breaker Panel – The circuit breaker panel was cut (likely recovery) at the center of the 6th circuit breaker from the forward edge. The following were noted:

Top Row - Placard Missing. 5 CB's aft from the forward edge remain. None were tripped. 3 amp Ice Light, 5 amp Taxi, 10 amp Landing, 5 amp Strobe, 5 amp Position.

2nd Row - Placard Missing. 3 CB's aft from the forward edge remain. Avionics Dimming CB tripped¹

3rd Row - 5 CB's aft from the forward edge remain. Windshield Heat Power and Pitot Heat CB's were tripped. The 15 Amp Stall Heat CB was in.

4th Row - Placard Missing. 5 CB's aft from the forward edge remain. The TIT, Fuel Flow, Oil Pressure/Oil Temperature, and CHT CB's were tripped.

Cabin Pressurization – Forward (on), Bail removed

¹ This description was based on the POH/FAA Approved AFM

Fuel Selector – Just to the right of the left tank position
Cabin Altitude Selector – 6,000 feet
Emergency Gear – In and Stowed
Landing Gear Selector – Down
Cabin Altimeter – PSI Max 11 o'clock position, cabin altitude 2,300, and cabin rate needle (outer) about 9 o'clock position or 250 feet down
Digital Voice Recorder DVR 300I-XT, S/N 99239 – installed in instrument panel but 9 volt battery missing
Manifold Pressure – about 32 inHg
Tachometer – Off scale low
Turbine Inlet Temperature – About 790° F
Fuel Flow – Off scale low
Oil Temperature – About 208°
Oil Pressure – Off scale low
CHT - 320° F
Vacuum – Off scale low
Left Fuel Quantity – Near full
Right Fuel Quantity – 35 Gallons
Parking Brake – In
Pilot's Control Yoke – Right horn bent inboard. The pitch trim switches were impact damaged.
Speedbrake switch in aft position.
Essential Buss Bar Power Feed – The following were out: Alternator 1, non-essential.
Tie Buss Circuit Breakers – The following were out or damaged. Battery Main (top outboard) missing, Alternator 1 and Non-Essential tripped/out
Annunciator Panel – Electrically attached, separated from instrument panel and faceplate missing. Retained by NTSB.
Audio Select Panel – In rack, impact damaged
Autopilot Mode Controller – In rack, faceplate missing. NTSB photo 1420
GNS – 2 installed in rack, impact damaged
Yaw Damper Rocker Switch – Off. Impact damaged. Switch separated from panel
Flight Director Autopilot Master Switch - Separated from Instrument Panel – Impact damaged. Depicted in NTSB Photos 1423-1425.
Co-Pilot's Side Instrument Panel –
Airspeed – 86 knots
Turn and Bank – In panel but impact damaged
Directional Gyro – Separated from instrument panel. Impact damaged. Rotor housing separated from instrument. About 060°
Attitude Indicator – Not located
Digital Amp Meter Installed – Unknown
VSI – Not located
Altimeter – Not located
Hour Meter – Separated from Instrument Panel, numbers missing
Cabin Temp – In (cold)
Defrost – Out (on)
ELT Remote – Standby
Right Forward Circuit Breaker Panel – The following Circuit Breakers were tripped for each row:
Top Row – Radar
3rd Row – Stormscope, Pitch Trim
Bottom Row – Avionics Cooling

Co-Pilot's Control Yoke – The right horn was deformed inboard. The switches were separated from the rocker. All other buttons were extended

Flap Selector – Retracted

Flap Indicator – 0

Throttle Quadrant – Friction decrease, throttle, propeller and mixture controls were at the forward stops

Alternate Engine Air – Pedestal impact damaged. Located between alternate and primary

The following positions of identified switches from the overhead switch panel were noted below. All other switches were not determined.

Left Magneto – On

Alternator 1 – On

Landing Light – Off