



Memorandum For Record – Wreckage Examination

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National Transportation Safety Board

Date: 7/26/2019, 10:00 a.m.
Airplane Inspected: N3062B
NTSB Accident Number: ERA19LA187
Investigators Present: Aaron McCarter, Morgan Butera

The following is a summary of findings from the wreckage examination of N3062B:

- Flight control continuity confirmed between flight controls in cockpit, to the rudder and elevator.
- Flight control continuity to left and right ailerons was confirmed from the control stick to the wing root area and from the wing roots to the ailerons.
 - The wings were removed for transport.
- Fuel found in both left and right fuel filters, color and odor consistent with 100LL.
 - Tested fuel found in filters with Kolor Kut water detection paste, results:
 - Fuel in Left fuel filter tested negative for water
 - Fuel in Right fuel filter tested negative for water
 - Both Fuel filters were clear and free of debris
- The crankshaft was rotated by hand and thumb compression and suction confirmed for all four cylinders.
- All valve springs, valves and rockers were all found fully functional, shiny and well lubricated.
- Air Intake (breather box) is clear and free of debris.
- Crankshaft continuity confirmed.
- The spark plugs appeared “worn normal” when compared to a Champion Check-a-Plug chart. All insulators were white, all electrodes were grey/black, Nos. 1 and 3 were slightly oil soaked.
- Throttle control cable was intact and remained attached from the cockpit control to the carburetor. The button locking mechanism (similar to a typical mixture control vernier) was intact and functioned normally, the control moved freely when button is pushed in and when the knob was rotated.
- The engine oil dipstick read 4 quarts.



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- Left wing:
 - Flap operated normally.
 - Push/pull connection to Aileron found intact.
 - Fuel present in fuel line.
 - Residual fuel present left fuel tank.
- Right wing:
 - Impact damage to leading edge and fractured spar about 5 ft inboard from wingtip.
 - Flap operated normally.
 - Push/pull connection to aileron found intact.
 - Fuel present in fuel line.
 - Residual fuel present in right fuel tank.



Figure 1- Instrument Panel