



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

Subject: ERA19LA269
Who: FAA Inspector – Mike Bevin

In a telephone conversation with Inspector Bevin on September 13, 2019, he stated the following:

- He and the other inspector removed the glareshield from the cockpit and then fed uncalibrated air into pitot static tube on the airspeed indicator and it operated.
- The airspeed indicator moved and indicated about 95 knots.
- They fed air from the base of the wing root at the fuselage and it moved the needle on the airspeed indicator.
- The pitot mast remained attached to the left wing. It was removed and no debris was noted in the holes.
- When they applied air from the root of the pitot mast to check the flow between that and the left-wing root, no air flowed. However, the leading edge of the left wing was crushed significantly about midspan.
- There were no other blockages noted.
- He talked to the mechanic who performed the work on the airplane the day prior to the accident and the work the mechanic performed was not near the airspeed indicator.

In another telephone conversation with Inspector Bevin on September 18, 2019, he stated the following:

- There were not a significant number of bags in the back of the airplane.
- They had a relatively small number of bags since they were going on a weekend trip.
- They did not pick up fuel at the airport before the accident.
- The pitot static system had plastic tubing.