



MEMORANDUM OF RECORD

Eric Alleyne
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern
Region

NTSB Case Number: ERA19LA274

Email correspondence: Michael Bevan
(FAA inspector)

Email date: 9/20/2019

Subject: Accident examination
findings

In an email correspondence with inspector Michael Bevan he wrote.

"With the rush of other stuff going on, and conferring with the airworthiness guy involved, we won't have time to make the trip out and look at N2824R any further, he is satisfied that the crunched air inlet hose was the smoking gun. You can release the aircraft as far as we are concerned."

Further discussion with the FAAA inspector on the initial examination revealed that all plugs were removed to facilitate examination of the electrodes. The top electrodes were gray in color and exhibited normal wear signatures. The bottom plugs were darker than the top sparkplugs and were oil soaked. The top Sparkplug wires No. 1 and No. 3 were broken, but when tested during hand cranking produced spark. All other sparkplug wires produced spark when the engine was hand cranked. Valvetrain continuity and compression was observed on all cylinders when hand cranked. An undetermined amount of oil was observed in the sump. The carburetor was free and clear of debris. The intake scat tubing was found crushed on the end of the hose that attaches to the airframe. The airframe scat tubing fiberglass connection side was also found crushed. Although no anomalies were found with the engine that would have precluded normal operation it is likely that the crushed scat tubing restricted the air entering the carburetor.