



MEMORANDUM FOR RECORD

Post-Accident Engine Examination
ERA20LA126

Peter Wentz
Air Safety Investigator
Eastern Region Aviation

Date: June 25, 2020

Mechanic: Tom Sherwood

Contact Info: Cell# [REDACTED] / [REDACTED]

Witness: David Cardullo FAA ASI/PMI Boston FSDO

Contact Info: [REDACTED] / [REDACTED]

- Crankshaft rotation was normal.
- After removal of magnetos, I could clearly see all accessory gears rotating.
- Throttle control on the carburetor was broken.
- The remaining part on the carburetor control lever was moving freely from stop to stop.
- The mixture control lever worked normally from stop to stop.
- The carburetor heat control at the carburetor heat box worked normally.
- The carburetor heat control lever on the instrument panel was in the off position.
- The oil was drained from the sump, showing approximately 6 quarts.
- The oil filter was removed, and opened for inspection for contaminants, no contaminants were found.
- The air inlet filter was checked and found to be normal with no obstructions.
- The spark plugs were removed and examined and found to be clean and normal color according to a Champion spark plug chart.
- A compression check was done- cold, the readings were in within normal range.
- A borescope was performed on the engine and found to be normal with no markings or scratching, except for normal cross-hatching.
- All intake and exhaust valves were examined and looked normal.
- The magneto timing could not be performed due to the fly wheel being broken away from the engine.
- The magnetos were removed and checked for spark on all 4 segments of each magneto and found to have significant spark.
- Removed engine driven fuel pump for inspection, and found it worked normally.
- Removed carburetor drain plug to measure fuel quantity of approx. 5 ounces, with no water present.
- Accelerator pump worked normally, and spray was present.
- The wings were removed at the accident site.

- The right wing was torn off, and all fuel leaked out.
- The left wing had approximately 15 gallons, and the fuel was removed at the accident site.
- Fuel drains on both wings worked normally.
- The fuel caps were missing.
- The fuel vents were clear.
- The fuel selector was in the detent and worked normally.
- The primer was in the lock position and worked normally.
- The electric boost pump was disassembled, and the screen was examined for contaminants. No contaminants were found.
- Fuel was present in the electric boost pump.