



Memorandum For Record

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Eastern Region

Date: July 19, 2021
NTSB Accident Number: ERA20LA287

The airplane came to rest suspended by the roof structure of a house. The airplane was recovered for further examination of the airframe, engines and their systems, propellers, and propeller governors.

Flight control cable continuity of the ailerons, elevator and rudder was established from each of the respective control surfaces to the cockpit; breaks in the control cables were the result of post-accident cutting.

The left fuel selector was in the “on” position and full forward, while the right fuel selector was in the cross feed (aft) position.

Compressed air was blown through each respective (Left/Right) fuel selector valves & lines, and they were free of obstructions.

Examination of the left and right engines and their systems revealed no evidence of preimpact failure or malfunction.

Examination of the propeller governors and propellers revealed no evidence of preimpact failure or malfunction.