



Memorandum For Record

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Eastern Region

Date: April 12, 2022
NTSB Accident Number: ERA21FA154

Parts of the airplane or items of interest that were located away from the main wreckage consisted of:

Right Wingtip section with fuel cap located at 25.998610° North and -080.231249° West. This piece was marked "A."

Section of right wing located at 25.998425° North and -080.231314° West. This piece was marked "B."

The engine assembly without propeller was located at 25.998580° North and -080.231388° West.

Powerline Pole located North of the accident site 25.998905° North and -080.231267° West.

Powerline Pole located South of the Accident Site 25.998579° North and -080.231260° West. This pole was marked with 8 707 4410 0.

A total of 113 ft was measured from the north to the south powerline poles of the 120-volt powerline, and 88 ft was measured from the east to the west powerline poles of the 7,620-volt powerline first impacted by the airplane.

Examination of the cockpit revealed the fuel supply and return lines were connected to the fuel selector valve, and the fuel supply lines were connected to the adjacent auxiliary fuel pump; all were tightly secured. No obstructions were noted of the fuel selector, and the screen had slight contamination. The auxiliary fuel pump was heat damaged which precluded operational testing. The fuel supply B-nut at the firewall remained connected and tightly secured but the hose was pulled from the fitting during separation of the engine. No obstructions were noted from the outboard fuel tank to the firewall fitting then forward to the engine-driven fuel pump inlet.

Further examination of the cockpit revealed the following:

Dual control yokes were installed.

Manifold Pressure – glass missing and needle at 10 o'clock

RPM gauge- glass missing. Needle at about 500 rpm

Fuel Flow GPH – Off scale low

CHT/TIT- CHT 175; TIT Off scale high

Oil temperature/Pressure – Oil temperature 7 o'clock; oil pressure needle bent unreliable

Throttle – near idle

Propeller- full forward

Mixture- 1 inch from full rich

Landing gear Selector – Up

Magneto Switch – Flat at 10 o'clock position

Auxiliary Fuel Pump Switch – The switch was retained for NTSB examination to determine position at impact.