



## MEMORANDUM FOR RECORD

**Robert Gretz**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

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### **Engine Exam**

**Date: November 3, 2020**

**Location: Florida Air Recovery, Jacksonville, FL (via Zoom)**

**Attendees: Matt Bartle IA (FAR), Cheryl King, FAA MCO FSDO**

**NTSB Accident Number: ERA20LA009**

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### **Narrative:**

Mr. Bartle was able to rotate the propeller and confirm crankshaft, camshaft and valve train continuity to the rear accessory section of the engine. He then removed the cooling ducts to access spark plugs. The top spark plugs were removed, and some corrosion was noted on them. Thumb compression was attained on all cylinders. About 6 oz. of fluid were recovered from the fuel pickup, consistent with water; however, the fuel tanks were breached, and the airplane sat outside prior to the examination. Another approximate 6 oz. of fluid were recovered from the carburetor. It was light blue, clear, and consistent in odor to 100 low-lead aviation gasoline. Mr. Bartle was able to actuate the carburetor accelerator pump. He then removed and disassembled the Precision carburetor. The carburetor was clean, intact, and no anomalies were noted. The airbox and its screen were free of obstructions, as was the air intake to the carburetor. Both magnetos produced spark at all leads when rotated by hand. Both magnetos timed correctly. A borescope examination of the cylinders did not reveal any anomalies.